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THIS WAS WILMINGTON

A veteran journalist's recollections of the "good old days".

By A. O. H. GRIER

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PREFACE

On June 30, 1945, A. O. H. Grier completes sixty years of service with the News-Journal Papers.

There have been few longer newspaper careers and none, I am sure, more genuinely interesting and fruitful. From the very beginning Herman Grier made himself a part of these papers and he has never failed in his fierce devotion to their interests. Whether as apprentice, reporter or editor he has been an intensely loyal associate and has asked no greater blessing than to be permitted to carry more than his share of the day's burden.

In the course of a distinguished career Herman Grier has seen and heard much that is important and entertaining. And, as the readers of his Saturday column in the Journal-Every Evening can attest, he has remembered most of it—remembered it with such fine accuracy and fidelity to detail that his reminiscences are rightly regarded as authoritative history of the city in which he has lived so many years and in whose growth he has taken unending pride.

From every viewpoint it is altogether fitting that Mr. Grier's notable anniversary should be the occasion for the publication, in permanent form, of some of the reports he has written of old-time Wilmington. "This Was Wilmington" is the happy result. In commending it to the people of the city, and, indeed, of the entire state, I find a personal joy and satisfaction and I am confident of its far-reaching appeal.

HENRY T. CLAUS

President, News-Journal Company

FOREWORD

This book is a collection of reminiscences based on my observations of Wilmington and its environs since 1875. The articles, which were written between 1935 and 1945, have appeared regularly, Saturdays, on the editorial page of the Wilmington Journal-Every Evening during the last ten years. There was no other purpose when they were written. As they are arranged in this volume the sequence of their preparation and original publication has not been followed, for obvious reasons. The aim has been to place each in its proper classification.

There will be found reference, usually incidentally, to the same subjects in several of the articles. Their relation to the general theme in each instance required their inclusion.

For illustrations I acknowledge, with grateful appreciation, the generous assistance of E. I. duPont de Nemours & Co., the Wilmington Trust Co., the Pennsylvania Railroad Co., the Board of Park Commissioners and the Wilmington Institute Free Library.

A. O. H. Grier

Wilmington, Del., June 30, 1945.

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PUBLIC FACILITIES

Town Hall Seat of Government

Strolling about the Old Town Hall recently, and noting the splendid manner in which this historic building has been adapted to its new use, as the museum and home of the Historical Society of Delaware, I was reminded of what it formerly looked like, and how it was used when it was, in fact, Wilmington's City Hall.

Speaking of new use, I realize that this designation ought to be qualified. The building has been the museum and home of the Historical Society for some time. It has the appearance of being new, however, particularly on the inside, with the completion of the air-conditioned, fireproof document room, and the installation of a new lighting system. These improvements, however, do not rob the building of its historic appearance.

It may be opportune to direct attention to the fact that the improvements have been made possible by the generosity of members of the Historical Society. This fact was stressed at the last meeting of the society, with the adoption of the following:

"*Resolved,* That the Historical Society of Delaware expresses to Pierre S. du Pont, H. F. Brown, Col. George A. Elliott, H. Rodney Sharp, Robert H. Richards, Mrs. William S. Hilles, Thomas F. Bayard and Col. J. E. Smith, the donors of the new building (the document room), the keen appreciation of the society for their generosity and public spirit in providing the means whereby the purpose of the society

in preserving historical material may be more adequately and efficiently promoted."

It is recalled that through the efforts of the late John M. Mendinhall, former lieutenant governor, the clock in the tower of the Old Town Hall, long idle, is again functioning, having been equipped with electrical mechanism.

I remember when the building was one of the most important spots in Wilmington. It was the fountainhead and center of the municipal government. It also was the political center—for the party in power.

What is now the main auditorium, on the first floor, for a long time was the court room. There, each morning, beginning at 9 o'clock, the city judge sat and disposed of the cases of prisoners rounded up by the police during the preceding 24 hours. The judge sat on the elevated platform which is still there. To one side of the judge's bench was the prisoners' dock. On the other side was the witness stand. In front of the judge's bench was the reporters' table, and also the desk for the clerk of the court. The clerk had an office at the front of the building just south of the stairway leading to the second floor.

Where the new document room is then was the entrance to the police station, which long ago was razed. Through that entrance the prisoners were brought into the court room, and after their hearing they were taken back to the cells over the same route.

Many a day a motley crowd occupied the rows of seats in the body of the court room. It was largely a curious, un-

kempt crowd, made up chiefly of persons who had nothing else to do, and who enjoyed listening to the woes of others. It was not uncommon for a drunk to stray into the room out of the cold, sit down, fall asleep and snore. None snored or slept long. The police guard saw to that.

One of the most interesting attaches of the Municipal Court for many years was Policeman William Heal. "Uncle Billy," as he was affectionately called by all who knew him, was the crier of the court. Although he was long past the age of retirement during the latter part of his service, he was on duty every day. In addition to his court function he accompanied the prisoners from the police station to the workhouse. This caravan used a special car of the People's Railway Co., which was loaded with its human cargo—the prisoners being shackled—in King street at the rear of the City Hall. At that time there was a lawn back of the building, which extended to King Street.

Now, to get back to the City Hall in the period of its latter-day activity, that is 50, 40 and 30 years ago, and even later.

The second floor housed the administrative and legislative quarters of the city government. City Council held its weekly meetings in the main room, which was the Council Chamber, and which was in about the same shape that the room is now.

The mayor's office was on the second floor front, next to the south wall. The clerk of Council had his office at the northwest corner of the second floor. The stairway from the first floor led to both of these offices, as well as to the Council Chamber.

Council Chamber, in those days, was an attraction on

Thursday nights when the legislative body held its meetings, particularly for politicians and persons who had a real interest in public affairs.

During many administrations there was a disposition on the part of Councilmen in both political camps to air their differences in public. Committee meetings were held Wednesday nights in the mayor's office. Yet, these meetings, very often, did not afford the means for ironing out partisan differences over city business. This resulted in oratory, sometimes acrimonious, at the Thursday night Council meeting. This was fun for the gallery.

At that time there was a public fire alarm system. The fountain-head of the alarm was a large bell in the tower on top of the City Hall. When that bell rang during a Council meeting it startled the members; in fact, it shook the whole building. Sometimes those members who belonged to fire companies, the fire service then being volunteer, left the meeting and hastened to the fire ground.

There were times, also, when the roof of the City Hall leaked during a rain storm, and the water trickled through into the Council Chamber.

At that time there was no yard or fence in front of the City Hall. It was an open space, with an ornamental drinking fountain at the curb. This "plaza" was a gathering place for politicians. Some stood around on the flagstone pavement, while some sat on the steps.

Upon entering the building one may notice that the stone steps are badly worn. This is an indication that thousands of feet have trod that stairway since those steps were placed there. The building is 141 years old, having been built in 1798. I have not been able to learn how long the steps have been there.

The Old Town Hall has been a useful institution in the past; and it continues to be useful. It is a cherished shrine as well.

Brandywine Bridges

Increased demands of business and the wear and tear of time have accounted for the replacement of bridges and the building of new ones hereabout in the last 50 years. Nearly all of the old ones have been renewed within that time, either because they were worn out or had become inadequate for new demands placed upon them.

When I first knew the Brandywine there were no bridges spanning the stream between Market Street and Rising Sun. There was an old-fashioned covered bridge at each of these points.

Each of these structures was built almost entirely of wood. They were strong enough, however, to accommodate the traffic of the period. There were no motor trucks. Horse-drawn wagons were the heaviest vehicles.

The covered bridge at Market Street served the community until 1887, when it was replaced by a stronger span with iron supports. It is well this change was made when it was, for a year later trolley cars, too heavy for a wooden bridge, were routed across the Brandywine at Market Street. This new bridge sufficed until the present structure was built, a few years ago.

The Rising Sun covered bridge was replaced by the present span a few years ago.

The first bridge I saw being constructed over the Brandywine was the swinging bridge near Augustine paper mill.

It was built in 1879 and was financed by public subscription, the contributors to the fund being the owners and employes of the Jessup & Moore paper mill, on the north side, and the cotton mill of James Riddle & Son, on the south side.

This frail structure, which was narrow and useful only for pedestrian traffic, facilitated communication between the two settlements. It also solved the problem of the paper mill folk in doing their downtown shopping, via the horse cars operating out of the Middle Depot, at Delaware Avenue and Du Pont Street.

It also gave the north side folks easy access to Riddle's Chapel, a mission of Mt. Salem M. E. Church, which was on Riddle's Banks, and St. James' R. C. Church, which was at Du Pont Street and Lovering Avenue.

The present bridge is the third swinging bridge at that point. The second one replaced the first after the latter had been worn out. The present bridge was built in 1913 by the Baltimore & Ohio Railroad Co. When the railroad company built its present railroad bridge, in 1913, replacing the first one, which was built in 1885, the swinging bridge had to be moved, so a new one was built nearby.

The first Washington Street bridge was constructed in 1893. Prior to that time most of the area north of the Brandywine, west of Tatnall Street, was either farm land or woods, some of which is now included in Brandywine Park.

Several forward-looking citizens, including, I believe, the late Samuel H. Baynard, William Lawton, Daniel W. Taylor, as well as some others, who realized the development possibilities of the north side area if it had close communication with the south side of the Brandywine, inaugurated a

Courtesy Board of Park Commissioners

THE COVERED BRIDGE

This structure spanned the Brandywine at Market Street from 1839 to 1887

move which resulted in construction of the first bridge over the stream at Washington Street.

While this was a well-built structure, with iron or steel supports, an effort was made to discourage heavy traffic over it. If I remember correctly, no double truck trolley cars were operated over that first bridge, single-truck cars being used.

In order to meet the demand for a more substantial bridge at Washington Street, the Legislature in 1919 authorized the building of the present structure, which was completed and placed in service in the spring of 1922.

Van Buren Street bridge across the Brandywine is a combination utility. It was built in 1906 and 1907. Its primary purpose was to provide a suitable encasement for a 48-inch main to pipe city water from the then new Porter Reservoir to that part of the city south of the Brandywine.

The first thought was to run the main under the creek. Finally the Water Commission decided that the better plan would be to build a reinforced concrete covering for the pipe above the creek and make the structure a bridge. In cooperation with the Board of Park Commissioners this was done. The structure cost about $40,000, about one-third of which was paid by the Park Department. The major part of the cost was borne by the Water Department.

When the People's Railway Company soon after the turn of the century was extending its trolley service into the Ninth Ward it built its own bridge across the Brandywine at Sixteenth Street. The present Sixteenth Street bridge was built by the Levy Court after the railway bridge had ceased to be used.

The Brandywine bridge at Church Street, which was

built a few years ago, replaced the old Eleventh Street span, which, after long service, had become unequal to the demand placed upon it.

Primitive Postal Program

Noting the activity in the new postoffice recently, and the large number of clerks and carriers required to do the work, I contrasted that pretentious hive of industry with the Wilmington postal enterprise when I first had an opportunity to acquaint myself with its inner workings.

That was about half a century ago. Robert H. Taylor was postmaster and Alban K. Robinson was assistant postmaster. Mr. Taylor, a Democrat, had been appointed by President Cleveland. At the time of his appointment Mr. Taylor was a member of City Council and a foreman in the car shops of the P., W. & B. Railroad Co. Mr. Taylor and Thomas B. Brison, stationmaster of the P., W. & B. passenger station at Front and French Streets, represented the Second Ward in Council, each ward having two members at that time. I presume Mr. Taylor obtained a furlough from the railroad, as he was attentive to his postoffice job.

Postmaster Taylor's force, in addition to the assistant postmaster, comprised a superintendent of letter carriers, 14 carriers, three substitute carriers, six clerks and three other persons, employed in different capacities. This made a force of 28 persons, including the substitutes.

Joseph O. Hedlicka, secretary to the present postmaster, James J. Cahill, in a recent address, tracing the history of the postal service in Wilmington from its beginning, in addition to stating that the annual receipts had increased from

an early figure of $35,645 to $1,183,932, cited the fact that the number of local postal employes had increased from 31 in 1891 to 298 at the present time. Also, we are reminded of the fact that there is the new branch office at Fourth and Union Streets, giving the city two postoffices instead of one.

One of the clerks during Postmaster Taylor's regime was Miss Hattie Rile. She attended to the money order branch of the service. The other clerks were George W. Roberts, David Stevenson, Harry C. Griffith, Mark L. Garrett, A. D. Chaytor, and Henry A. Hickman.

John A. Mitchell was superintendent of carriers. The carriers were John H. Borden, Frank Neidermeier, Frank P. File, Milton J. Bowers, James A. B. Hanby, Jr., John Keinle, Charles S. Faulkner, George W. Sasse, Elmer McDaniel, Walter C. Davis, Henry Hirzel, Peter B. Ayars, Joseph Duffy and Robert Emmons.

The postal force found ample room for its work on the main floor and in the basement of the building. The basement at the rear actually was on the street level, being on the side of a steep hill.

The then postoffice, the building as it still stands at Sixth and King Streets, although much smaller than the present postoffice building, was ample for the demand placed upon it. It was not, however, as inviting, everything considered, as the present postoffice. One of the chief complaints had to do with the front entrance, the only one available to the public. The tier of stone steps, exposed to the weather, which had to be negotiated to enter and leave the building, was hard on old people and other persons who found it difficult to climb. In winter the steps were protected by wooden covers, but even then it was difficult to prevent snow and ice collecting thereon and making them hazardous.

While the present postoffice has a tier of steps at the Eleventh Street entrance there is little climbing to do at the Market Street door.

The old building, however, half a century ago was conveniently situated. At that time most of the downtown business establishments were on Market, King, West Second, West Fourth, and some other crosstown streets between King and Shipley Streets. There were some business places on Tenth Street between Market and Tatnall Streets, business being diverted in that direction because the street railway turned out that way from Market Street at Tenth.

In those days the postoffice had to depend upon horse-drawn vehicles to transport the mail between the postoffice and the railroad stations. As a rule the horses were slow-steppers. A horse-drawn vehicle also was used to help with the collection of mail from the street boxes.

At that time Wilmington had a population of about 50,000, less than half what it is today. There were no great office buildings here, such as there are now. Many of the tenants of the present office buildings, large users of the mail, were not here then. There was not the need for extensive quick mail service that there is now. The facilities, however, were adequate.

Our postal service truly has kept pace with the march of time.

Electricity's Modest Start

Recent announcement that the Philadelphia Electric Co. is planning the addition of another generating plant at a cost of $45,000,000 appears to emphasize the development of the electric industry in the little more than half a century since it first became a practical utility hereabout.

It was in 1882 when this new element, then a distinct novelty and looked upon as a marvel, was launched on the Wilmington public. Obviously, the start was in the nature of an experiment. It was a very meagre, cautious start.

This, of course, has nothing to do with Philadelphia, although the start there doubtless was just as humble as the start here.

When the Arnoux Company, the pioneer in Wilmington, began to supply electric current in 1882 there were 34 arc lamps, contracted for chiefly by business interests. The company had a generating plant of modest proportions at Third and Lombard Streets.

One of those lamps, if I remember correctly, was suspended over the areaway of Every Evening building, Fifth and Shipley Streets. It was on the Fifth Street side of the building. It was so placed that it could be seen in service and studied by passersby.

I recall that these novelties were objects of curious interest and skepticism. I also remember that sparks sputtered from the tips of the carbon points. Subsequently this jittery element was eliminated as the lamps were improved.

In 1886 the Wilmington City Electric Co., a newly-formed corporation, acquired the business of the Arnoux

Company and installed new equipment. It introduced here at that time incandescent lamps. Its plant was on Fifth Street near Tatnall.

By this time electricity had caught the fancy of the public, having demonstrated its usefulness as well as its practicability. It had emerged from the experimental stage.

And so, when the first incandescent contracts were made the customers were numerous, more than 1,000 lights having been contracted for. When the arc service first started there were very few customers. At that time the public appeared to be uncertain as to the practicability of electricity.

Among the first users of electricity in Wilmington were the Morning News, the Wilmington Rink, Eleventh Street near Madison, the Citizens' Rink, Fourth and Washington Streets, and some of the downtown stores, chiefly on Market Street. Prior to that time gas lamps had been used in most of these places, although oil was used also as an illuminant.

When electricity was first introduced here it was used only for lighting purposes. However, its potentialities for power soon began to be recognized and the industrial world began to interest itself in a practical way.

Motors began to replace steam engines, in some instances each individual machine being equipped with its own motor. That plan has had marked development in recent years.

Before all of this development had reached well toward perfection the electric railway came upon the scene. It was my understanding at the time that the Wilmington City Electric Co. supplied current to operate the first two electric railways in Wilmington, the Riverview line, from Tenth and

Market Streets to Riverview Cemetery, and the West Eighth Street line, from Eighth and Market Streets to Fifth and Union Streets.

Eventually the Wilmington City Railway Co. provided its own powerhouse. Subsequently the electric company was acquired by the railway company. All of the properties now are owned and operated by the Delaware Electric Power Co. and the Delaware Power and Light Co.

Soon after the practicability of electricity had been demonstrated the city began to use it for street lighting. First came the arc lamps which were used on Market Street. The incandescent lamps followed.

Prior to the time electricity was used on the streets gas and oil were the illuminants. Neither gave much light; that is, the rays were feeble and did not extend far. Originally the gas and oil lamps had to be lighted by hand every night and extinguished in the same way every morning. High wind sometimes extinguished the flame during the night.

Gas lamps eventually were provided with mantles which produced more light than the bare flame. There also was a device which automatically turned the light on at night and turned it off in the morning.

Experience With Food Markets

Mrs. Henry B. Thompson's protest against suggested abolition of the curb market in King Street has centered new attention upon this old Wilmington institution. The market has been a subject of community interest many years.

King Street market was well established when I first became familiar with it. This was more than 60 years ago.

It has undergone some changes in the subsequent years. Basically, however, it is much the same as I have always known it.

Looking back, and going beyond my time, I have learned from the record that the curb market originally was on Market Street. It moved to King Street in 1863 when Wilmington's first street car tracks were being laid in Market Street. I understand it has remained on King Street ever since.

Incidentally, the market survived a later railway enterprise. Shortly after the turn of the century the People's Railway Co. laid tracks in many streets. King street was one of them. Establishment of a series of lines in the city followed the company's completion and operation of the Brandywine Springs line, which was placed in service Memorial Day in 1901. The terminal then was at Sixth and Market Streets. The outlet of the King Street line was out West Second Street.

Available records indicate that the curb market on Market Street was started prior to the Civil War. It doubtless would have remained there longer than it did if it had not yielded to the railway enterprise.

Historians tell us that the people of Wilmington were concerned over marketing facilities and regulations long befor the village was an incorporated community. William Shipley, regarded as the founder of Wilmington, is said to have built a market house at Front and Market Streets when there were only a few families in the then modest community.

Subsequently, early in the last century, market houses were built in Second Street between Market and King Streets and Fourth Street between Market and Shipley Streets.

SECOND STREET MARKET HOUSE

This structure occupied the block in Second Street from Market to King Street, being in the bed of the street. It was razed a few years ago.

The latter was a two-story building in which were housed the municipal offices and also the town library.

Erection and use of two market houses in that early period resulted from differences of opinion between residents of the lower part of the town and those who lived in the upper section. The controversy eventually was composed when an agreement was reached whereby Second Street market was to be used Wednesdays and Fourth Street market Saturdays.

The Fourth Street market house was abandoned and torn down in 1876. The first Second Street market building was replaced by new structures at different times. The last building there was erected in 1876. It was used until a few years ago, when it was razed and the site converted into an automobile parking area.

While Second Street market house was in use it had close connection with King Street curb market. Many of the patrons of the curb market made it a point to visit the market house also on each buying pilgrimage downtown.

Another early market house—built shortly before the Civil War, I believe—occupied the bed of Twelfth Street between Market and King Streets. It is said to have been unprofitable, and after a few years of experimenting was abandoned. The site was converted into Phoenix Park, to which there was reference in a former article. The transformation was accomplished by removing the building and planting trees about the space the structure had occupied.

The plot later was called Phoenix Park in deference to the Phoenix Fire Co., which had its headquarters at Twelfth and King Streets.

There have been other market houses in Wilmington. One, at the southwest corner of Third and King Streets, was built for that purpose at about the time the last Second Street market house was built. And then there was Eighth Street market, at Eighth and Orange Streets.

Now, to get back to King Street curb market. Before motor vehicles came into general use the farmers attending the market used horse-drawn vehicles as conveyances and also as curb stands. When the trucks and wagons were backed up to the curb the horses were taken away and stabled nearby. The shafts generally were raised and tied to the body of the vehicle so as to be kept upright out of the way of traffic. This left the bed of the street fairly free for moving vehicles.

One of the favorite stables in which market horses were cared for was on the east side of King Street between Eighth and Ninth Streets. There also were convenient stables in Shipley and other nearby streets.

Some of the farmers came long distances, requiring considerable time to make the journey each way. Motor vehicles have simplified this task.

Many of the patrons of the market, as in the past, enjoy the acquaintance of stand holders with whom they deal. Many friendships have been developed as a result.

Some of the farmers now in the market are members of families which have been stand holders many years. Sons and daughters have succeeded their parents and in some instances their grandparents in conducting the business.

At various times there have been suggestions that the market be moved from King to some other street. King and

Madison Street markets having been established by state law, they cannot be moved without action of the Legislature.

My earliest recollection of King Street market is that the east side of the street north of Sixth Street was devoted chiefly to dwellings. There were many homes on the west side also. There still are some dwellings in King Street.

At one time since the market moved to King Street, and it was not so long ago either, there were five churches on that thoroughfare. All have gone except one, St. Patrick's Catholic Church, at Fifteenth Street. The others were Trinity P. E., at Fifth Street, which moved to Delaware Avenue and Adams Street; Hanover Presbyterian, at Sixth Street, now at Eighteenth Street and Baynard Boulevard; Central Presbyterian, between Seventh and Eighth Streets, which 25 years ago merged with First Presbyterian, the combined organization now being at Eleventh and Market Streets, and the Old School Baptist meetinghouse, which was above Tenth Street on ground now part of the Public Building site. The Baptists moved to Jefferson Street near Thirteenth.

DOWNTOWN CHANGES

1889 to 1944

While attending a recent function in Eden Hall I contemplated the inception and construction of this attractive and useful building. I also recalled some of the early occupants of the structure, as well as the general picture of Wilmington at the time Eden Hall was built, and pondered some of the changes in the succeeding half century, 55 years, to be exact.

Eden Hall, an ornate four-story structure on Tenth Street between Orange and Tatnall Streets, was built in 1889. Since that time it has been the home of Eden Lodge, No. 34, I. O. O. F. As I recall, the site had been occupied by a store and a dwelling.

The building was erected by a corporation formed by a group of members of the lodge. All were prominent citizens. The first members of the board of directors were Edward W. Pyle, Benjamin F. Shakespeare, M. J. Harlan, Herbert H. Ward, J. R. Crippen, Charles A. Cook, Thomas Green, Charles A. Rudolph, John S. Grohe, William B. Cole, John M. Whitford, Philip J. Isaac, R. Henry Young, J. P. Wiley, and Charles E. Dubell. Mr. Cook, a retired Pennsylvania Railroad man, has been a member of the board continuously since it was first organized. He is a veteran member of Eden Lodge.

I knew most of these men, some, however, not until later years. Mr. Whitford and Mr. Young were connected with Every Evening, of which I was an employe. I also knew some of the early tenants of Eden Hall.

The building was attractive. It was one of the largest uptown structures. It was one of the starters of a new skyline which was further developed a little later by the Du Pont Building and other "skyscrapers" of today.

One of the early tenants of Eden Hall whom I knew was Ayers S. Webster, a dancing master. He had his studio in Eden Hall at one time, and in the Masonic Temple at another time. He also served a term as a director of the Street and Sewer Department. In later years he was superintendent of a natatorium, which once formed part of the Citizens' Rink, long ago displaced by attractive homes, which was on the south side of Fourth Street extending from Washington to Jefferson Street.

Another tenant of Eden Hall was Troop B, First Delaware Cavalry. It remained there until it moved to the armory at Twelfth and Orange Streets, which it had built. I knew many of the officers and members of the troop. They were representative citizens and ardent supporters of the state's military structure.

When Eden Hall was built the city looked quite different from what it does today. Wilmington's first Court House was only eight years old. It was a fine greenstone structure on what now is Rodney Square, and which had been the site of Wilmington's first water reservoir, which functioned from 1827 to 1877.

In 1879 the Legislature passed an act changing the seat of county government from New Castle to Wilmington. Shortly thereafter construction of the Court House was started on the Tenth and Market Streets plot, which the city had given the Levy Court for the purpose. It was completed and placed in service January 21, 1881.

When Eden Hall was built electricity was in its infancy.

Market Street was lighted at night by carbon point electric lamps at the intersections from Front to Tenth Street. The rest of Wilmington depended upon gas and oil for street illumination. Incandescent electric lamps had not been developed.

Electric trolley service just had been started. The first electric car line in the city, on Market Street from Tenth Street to Riverview Cemetery, had been placed in operation the year before. When Eden Hall was dedicated, in November, 1889, Wilmington still had some horse cars in service. The last of these, on the Front Street line, yielded to electricity in 1892.

The old covered bridge over the Brandywine at Market Street had been replaced by an iron structure only two years before Eden Hall was built. There was no bridge over the Brandywine at Washington Street. That came four years after Eden Hall. The B. & O. Railroad Co.'s Wilmington service was only three years old.

Wilmington had just begun to experiment with a new method of managing its municipal affairs. It was experimenting with commission management of departments. The Park Commission was created in 1883; the Water Commission in 1885, and the Street and Sewer Commission in 1887.

When Eden Hall was built Wilmington's policemen were appointed by each new mayor, their tenure being two years, the length of the mayor's term. The present permanent police system was not established until 1891.

All main roads entering Wilmington, except the South Market Street Causeway, were turnpikes, on which toll was charged. None was paved.

There was horse racing on French Street, sleighs being

used in winter. There was racing at Schuetzen Park, the site of what is now Wawaset Park, a fine residential section. There had been racing a little earlier on what was known as Hazel Dell track, in South Wilmington. Rosendale Park, at about where North Brandywine Park Drive spans Rattlesnake Run, was in its prime.

There were ten banks on Market Street between Second and Ninth Streets. Manufacture of carriages was one of our leading industries. It provided extensive employment. All railroad street crossings were at grade. The Old Town Hall (then City Hall) was the seat of the municipal government.

The changes since Eden Hall was built can be appreciated by comparing today's picture with that of 1889.

Old Picture of Fourth and Market Streets

The death of Charles A. Rudolph, which occurred recently, brought recollections of the jewelry store of which his father, the late Charles F. Rudolph, long was proprietor, being succeeded by his son. It also brought memories of the time, 50 years ago, when Fourth and Market Streets appeared to be the center of retail business activity in Wilmington.

The Rudolph store was at the northwest corner of Fourth and Market Streets. It was a fine establishment, always well stocked with the best to be had in the line of worthwhile jewelry. It was a pleasure, as well as a satisfaction, to deal there. Mr. Rudolph, the founder, and his son were men of unquestioned integrity. This was reflected in all of their dealings.

I am thinking now of 50 years ago and a little later; of

those of the Rudolph store's neighbors who have passed out of the picture.

Many Wilmingtonians of the present generation can remember when the dry goods and carpet store of William B. Sharp & Co., a pretentious establishment, occupied the southeast corner of Fourth and Market Streets, and also the successor of that firm, the Smith-Zollinger Co. They also can remember the E. C. Strang umbrella store, at the southwest corner of Fourth and Market Streets.

One of the most interesting buildings at that intersection was that of Henry C. Robinson, at the northeast corner of Fourth and Market Streets. On the ground floor were the offices of R. R. Robinson & Co., bankers and brokers. Henry C. Robinson was head of the firm.

The third floor of the building housed the Wilmington exchange of the Delaware and Atlantic Telegraph and Telephone Co., predecessor of the Diamond State Telephone Co. I was a frequent visitor to the exchange, calling upon friends connected with the service.

At one time, if my memory is not at fault, one person was sufficient to take care of the late night trick. I believe all-night service was maintained. For some time Geary Mynich, an acknowledged expert, was the night operator.

Next door to the Rudolph store, at 403 Market Street, was the office of the Baltimore and Ohio Express Co., a service brought here by the Baltimore and Ohio Railroad Co., which in 1886, 51 years ago, began to operate its then new line through Wilmington, extending from Baltimore to Philadelphia. E. S. Farra, a worthy citizen, was the agent in charge of the express office.

The office of the Adams Express Co., which was served

by the Philadelphia, Wilmington, and Baltimore Railroad Co., operated by the Pennsylvania Railroad, was located in the next block, at 515 Market Street. The agent in charge was Samuel F. Betts. Mr. Betts, an efficient manager, took great interest in civic affairs. He was a member of the Wilmington Board of Education from the Sixth Ward for a long time. He lived on King Street above Twelfth.

The Pennsylvania Railroad uptown freight office was at 503 Market Street. It was in charge of Wilmer Palmer, who, like Mr. Betts, was a helpful factor in worthwhile civic enterprises. Mr. Palmer later was president of the Wilmington Savings Fund Society.

The two telegraph companies operating in Wilmington 50 years ago, although spirited rivals, had their offices on opposite corners just a block from the Rudolph store. That of the Western Union Co. was at the northeast corner of Third and Market Streets. That of the Baltimore and Ohio Co. was at the southwest corner. John L. Hall was in charge of the Western Union office. The Baltimore and Ohio office was in charge of George H. Brown. Mr. Brown at one time was telegraph operator at Every Evening office, then at Fifth and Shipley Streets. At that time all telegraph messages were received over Morse (key) instruments, dots and dashes being used. Today mechanical telegraph printers are used.

The Western Union building had other tenants. In the basement was a popular restaurant, which was kept by William Bradford. I do not recall any of the tenants on the upper floors.

Directly across Third Street from the Western Union building was Charles E. Dubell's hat store, an establishment

of many years' standing, which, because of Mr. Dubell's fair dealing, acquired and maintained an enviable reputation. Mr. Dubell took great interest in matters of public welfare. He was a prominent churchman.

Thinking of the neighborhood of the Rudolph store of half a century ago, I am reminded of an energetic citizen who had business relations with perhaps every important store in the retail district. Charles H. Vary, who had an office in the building at the southeast corner of Fifth and Market Streets, conducted a daily personal messenger service between Wilmington and Philadelphia, being equipped to perform almost any sort of mission which might be desired. Each morning before boarding a train for Philadelphia he would call at the stores of his patrons to learn how he could serve them on the trip he was about to make.

And then, there was the Clayton House, a fine hotel of the period at the northeast corner of Fifth and Market Streets. On the ground floor, at the Market Street front, were the First National Bank and the Artisans Savings Bank. The former was on the corner and the latter at 502 Market Street, just north of the main entrance to the hotel.

The Union National Bank was at 505 Market Street. The Morning News building was at 511 Market Street, and there the paper was printed many years, until the building was wrecked by fire.

Great changes have taken place on Market Street since the days of Charles F. Rudolph.

Courtesy Wilmington Trust Co.

INSTITUTE HALL

Northwest corner of Eighth and Market Streets. It was the Free Public Library Building from 1859 to 1922.

Tenth and Market at the Turn of the Century

A photograph of the first unit of the Ford Building having been brought to my attention recently, I recalled the impression this tall, attractive office structure made upon the public during its construction and when it was placed in service. It was built about the turn of the century. John E. Healy was the contractor. E. L. Rice, Jr., was the architect.

This then new building replaced a modest old three-story structure in which Gilbert Barrett had a confectionery store on the ground floor facing on Market Street.

The old picture reminds me of the many changes in the environment that have taken place since the original Ford Building came upon the scene.

The first unit was a six-story structure, ornamental in design and commodious for that period in Wilmington's history. The city had about 75,000 inhabitants. The building was about one-third of the width of the present structure, that is, the Citizens' Bank Building.

After the original Ford Building had been used for some time it was widened and two stories were added to the height, making it an eight-story structure.

The building was named for Peter J. Ford, the original owner. Mr. Ford, an estimable and well-to-do citizen, who had extensive business interests, had his offices in the building.

The old photograph, besides being striking because the then new structure towered far above its immediate neigh-

bors about Tenth and Market Streets, would impress the observer of today as being striking otherwise. It reveals the contrast in the outlook at Tenth and Market Streets between that period and the present.

In the old photograph no traffic is visible. The only vehicle in sight is a bicycle. The "bike" is resting against the adjoining building on Market Street, a commodious dwelling the first floor of which had been converted into offices. Apparently no vehicles using the streets had business at Tenth and Market Streets when the picture was taken. The only sign of life is the presence of seven men on the sidewalks. Two are standing in front of the Ford Building. One is leaning against a telephone pole at the southwest corner of Tenth and Market Streets. These two men evidently were engaged in animated conversation.

Three men were walking on the south side of Tenth Street west of Market Street, and two were walking on the north side. Although the street car tracks were visible no cars are in sight.

There is another oddity. Just east of Market Street, at the curb on the north side of Tenth Street, there is a rather inconspicuous fire hydrant, the type that appealed to idle "sitters." It was of the flat top variety, just the right height and the right sort of a top to sit upon.

The Ford Building ante-dated the Du Pont Building. Where the first unit of the Du Pont Building stands, at the northwest corner of Tenth and Market Streets, was the Harkness Building. On the ground floor at the corner was Joseph C. Robinson's drug store.

Although the Harkness Building, which had been erected earlier by Prof. John C. Harkness, was a four-story struc-

Courtesy Wilmington Trust Co.

TENTH AND MARKET STREETS—1904

At the right is the Harkness Building, since displaced by the DuPont Building; across Tenth Street, the original Ford Building; at the extreme left the Church Building, razed to make room for the present Public Library Building

ture, it was overshadowed by its new neighbor across Tenth Street.

The old Court House, an ornate greenstone structure, was in use at the time. It occupied the center of what is now Rodney Square. At the southeast corner of Tenth and Market Streets was what had been the residence of H. H. Carter, superintendent of the Philadelphia, Wilmington, and Baltimore Railroad. It had been converted into an office building for the use of lawyers and other professional and business people.

Next door, on Market Street, was the headquarters of the Historical Society of Delaware, the original building of First Presbyterian Church, a quaint structure which now is in Brandywine Park at Park Drive and West Street. Next to the little old building on Market Street was the cemetery of First Presbyterian Church.

What now is the King Street front of the Public Building then was occupied by dwellings, the Old School Baptist Church and structures devoted to other uses.

The Wilmington Club about that time moved from 1006 King Street to its present home, 1103 Market Street.

Santa Maria Council, Knights of Columbus, occupied the building at the northeast corner of Tenth and King Streets.

J. Edward Addicks, who had long been seeking legislative election to the United States Senate, maintained an office in the block.

The Wilmington Dental Manufacturing Co. for some time prior to the erection of the Ford Building had a factory and office in the center of the block.

Opposite the Court House on Market Street was the first home of the Wilmington Y. M. C. A. The building originally was a hotel, known as the Ebbitt House. At the time I have in mind William H. Williams was secretary of the "Y."

Nearly everything in the Tenth and Market Streets neighborhood is different today from what it was when the first unit of the Ford Building was erected. The Friendship Fire Co.'s engine house, Tenth and Shipley Streets, was in its prime. The old Rice foundry building, at the northeast corner of Tenth and Orange Streets, was still standing, although there was no foundry. Known as the Pyle Cycle Academy, it was used for indoor sports.

There were several modest dwellings on the north side of Tenth Street between the Harkness Building and the fire house. Several small buildings, used for business purposes, were on the same side of Tenth Street between Pinkett's Court, which was alongside the fire house, and the Pyle Cycle Academy. All now are just memories.

Rubble Paving

Proposed repaving of much of the downtown section of Market Street recalls the type of paving on that thoroughfare many years ago. It wasn't a smooth surface. This, perhaps, was an advantage in some respect, considering the character of the traffic of the period.

Having what were known as "flagstone" crossings at intersections of other streets, pedestrians were disinclined to cross at other points. Rubblestones, which comprised the pavement, were too rough for comfort, in the opinion of walkers. They were hard on the feet.

And so, pedestrians made good use of the specially laid crossings at the intersections. These "flagstones" were granite slabs with even surfaces. Care was taken in placing these slabs, for if they had not been laid evenly and on firm bases the resulting irregularities would have defeated their purpose.

The rubble paving was considered the proper thing at the time. It provided a sure foothold for horses and was not particularly hard on carriage wheels, which were encircled by iron tires. The rough paving was not so pleasant for occupants of carriages, although the carriage builders provided springs which lessened the shock to some extent.

However, as this was long before the automobile came upon the scene, there was no actual need for a street surface such as was required later to facilitate the traction so necessary for the operation of motor vehicles.

Evidently the city horses, becoming accustomed to the cobblestone pavement, experienced no ill effects from traveling over it.

It is a fact, however, that some drivers preferred French Street, which was a macadamized thoroughfare. It was dusty in dry weather. In wet weather the surface was covered with a thin coating of mud, but neither mud nor dust made much difference. The surface was pretty firm and comparatively smooth. The base was solid and the going was fairly good.

There were times, however, when ordinary traffic was "elbowed" off French Street. That was during afternoons when owners and drivers of fast horses used French Street for an hour or two at a time to test out the speed of their steppers.

In a former article I mentioned the fact that French Street was a favorite place for sleigh racing in winter. In summer there was no snow, of course, but the street, being wide and fairly smooth, proved to be a good place for horse and buggy—also sulky—racing.

Reverting to the cobble paving on Market Street, it is recalled that special consideration was shown the patrons of the Grand Opera House, Wilmington's "legitimate" theater of the early period. "Flagstones" were laid in front of the entrance of the theater from the sidewalk to the street car tracks. The cars made stops there as at intersections to discharge or take on passengers.

Many times I have seen strings of cars waiting in the block in front of the theater just before the close of performances. Regular street car traffic was halted, if necessary, so that the theater patrons could board the cars which had been sent downtown for their special use.

The railway company had a representative at each performance who gave the car barn the information required to time the coming in town of the extra cars which would be needed to handle the business after the show.

At that time most theater patrons, except those who lived nearby, and walked, used the street cars—horse cars in those days—to go to the theater and in returning home after the performances. There were a few who used their own horses and carriages, but not many persons could afford that luxury.

And so, the "flagstone" walk in front of the Grand Opera House was an accommodation for many persons. It would have been too bad if there had been nothing to walk on except the cobblestones. The latter were blocks of Brandywine

Courtesy Wilmington Trust Co.

TENTH STREET, SHIPLEY TO ORANGE—ABOUT 1900

These structures were replaced by the present DuPont Building. The long building at the left originally was the Rice foundry, later the Pyle Cycle Academy.

granite about the size of half bricks, which, although rough when laid, eventually developed fairly smooth, though round, surfaces through the wear placed upon them.

Business Men of the Last Century

Discontinuance, today, of the Second Street branch of the Wilmington Trust Co. centers the attention of older citizens on the changes which have taken place in that part of Wilmington during the period served by their memories. It also is a reminder of interesting people once factors in business there, most of whom are not now living.

I have pleasing recollections, for example, of the late George S. Capelle. I knew him when he was president of the Second and Market Streets bank, which then was known as the National Bank of Wilmington and Brandywine. This name was retained until the bank was merged with the Wilmington Trust Co.

Although Mr. Capelle lived at one time at Tenth and West Streets and later on Delaware Avenue near Franklin Street he gave close attention to the bank and could be found at his desk generally during banking hours. He was an influential factor in the local business world.

Looking back 60 years or so there is a mental picture of that area different from that of today. One of the bank's neighbors of that period is still there. That is the Danforth drug establishment on the opposite side of Market Street. Another survivor is the establishment of Joshua Conner and Son, which has retained the same location, Market Street south of Third Street.

One of the principal business enterprises of that period which has disappeared was Second Street Market. This extensive building, which occupied the bed of widened Second Street between Market and King Streets, housed a large number of meat and provision dealers.

Among the mercantile establishments formerly in that area was that of Crosby and Hill. It moved some time ago from the east side of Market Street south of Third Street to its present location, Market Street north of Sixth.

An important industry once in the same block as the bank which does not now exist was the printing establishment of the James and Webb Printing and Stationery Co. It was on the east side of Market Street a short distance south of Third Street. John C. Darrah was president of the company and Edward F. James was secretary and treasurer and manager of the business.

I well remember a paper the company issued just before Christmas each year. Known as the Holiday Visitor, it contained seasonal reading matter and advertisements.

James Morrow and his sons, William E. and Robert D. Morrow, had a large grocery and confectionery store in the same block as the bank. It extended from Market to Shipley Street. The Messrs. Morrow, besides being prominent business men, also were religious leaders. They were connected with West Presbyterian Church.

Another West Church man was John R. Hudson, who had a mill supply store at the southwest corner of Front and Market Streets.

The wholesale grocery establishment of Quigley and Mullen was on the west side of Market Street north of Front Street.

William M. Pyle, who at different times was in the pub-

lic service, and Max Lichtenstein had a dry goods business on the east side of Market Street south of Third Street. Frederick Weil and Levi A. Ringwalt, harness makers, were located at the northeast corner of Second and Market Streets. M. L. Lichtenstein had a dry goods and carpet store on the west side of Market Street a short distance south of Second Street. Henry C. Johnson and George T. Barnhill were in the furniture business on the west side of Market Street north of Second Street. Daniel Ross had a men's furnishings store on the east side of Market Street first south and later north of Second Street. John F. Bush conducted a bakery at the southwest corner of Second and King Streets. On the southeast corner was the drug store and office of Dr. N. B. Morrison.

The Hamberger clothing store and the Reynolds candy store once were in the Market Street block between Second and Third Streets. Joseph T. Montgomery's jewelry store, in the same block, is one of the old-timers.

Among other business people in that area whom I recall were the following: S. A. Crippen, A. B. Gillespie, George L. Ferguson, H. D. Hollis, E. K. Crawford, George H. Marple, George L. Stradley, Jr., David McHenry, Thomas S. Brown, George W. Quinn, Ferris Chapman, Frank Mitchell, George Justis, Joseph Davidson, Jefferson H. Cleaver, George H. Hollis, William F. Robinson, Wesley C. Johnson, J. C. Johnson, and J. Horace Rudolph. Many of those doubtless were patrons of the bank.

Passing of the Rumford House

The fine old Rumford mansion, at Fourteenth and Market Streets, soon to give way to the proposed new polytechnic school, reminds the writer of two incidents of long ago, each of which had to do with matters of historic importance.

One was the part Wilmington played in celebrating the 400th anniversary of the discovery of America by Christopher Columbus.

The other was the establishment of the first electric railway line in Wilmington.

For many years, every time I passed that way, on foot, I noted, with curious interest, two grooves across the sidewalk on the west side of Market Street just north of Fourteenth. These had been made by the wheels of a car on the Riverview trolley line when the car jumped the track at the curve at that point and ran across the sidewalk. The Riverview line was the first electric railway in Wilmington.

The incident to which I make reference occurred in 1892. Wilmington was celebrating the anniversary of Columbus' discovery. It was because of the celebration that the trolley car ran away and across the Rumford sidewalk. The car was one of several which were blocked by a parade, which was passing out Tenth Street from Market. It was standing idle at Eleventh and Market Streets. The brakes became loosened and it drifted down the hill.

My earliest recollection of the Rumford house reveals a far different environment from that of today. Just a block away was the old covered bridge over the Brandywine at Market Street, which disappeared in 1887. Where Old

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Soldiers Park is now there were a blacksmith shop, a drug store, a barber shop, and a millinery store.

There were few facilities for underdrainage in those days. Gutters at the curbs had to take care of the surface drainage on hilly streets. The gutter on the west side of Market Street from Twelfth to the Brandywine was entrusted with that function on the west side of the street. At the curve just above Fourteenth Street there was a wooden trough, which extended down the hill and across the city race to the Brandywine. It was in line with Market Street.

It was intended to protect the city water in the race from surface drainage. Occasionally, however, the chute sprang a leak, and sometimes gutter refuse dripped into the race. Now sewers carry off the surface water.

At one time, diagonally across from the Rumford house, at the southeast corner of Fourteenth and Market Streets, there was a lumber yard. Two blocks south, in Twelfth Street between Market and King, there was a market house.

The Rumford house was one of several palatial homes which were recognized as majestically gracing a preferential residence neighborhood. These houses occupied the west side of Market Street extending north from Thirteenth Street to the Brandywine. They were built and occupied by some of the business, professional and social leaders of the town.

During the period I have in mind there were few business enterprises in that part of town. There were practically none on Market Street north of a point just above Eighth Street, with the exception of a store at the Tenth Street corner, and one just north of Twelfth Street.

In Brandywine Village there were a few business places on Market Street between Nineteenth and Twenty-second. From Tenth to Nineteenth, however, Market Street was devoted almost exclusively to dwellings.

Some of the fine old houses of that early period are standing today. They are just as serviceable as they ever were. They reveal their age by their architecture. They comprise definite links between the early days of Wilmington and the present. The Rumford house is a notable example.

City-County Problem Solved

Just a quarter of a century ago the principal topic in Wilmington and New Castle County was a proposal to erect in Wilmington a public building to be used jointly to house the offices of the county and city governments.

For a long time before that the old Town Hall, on Market Street below Sixth, then dignified by the title City Hall, had been wholly inadequate. Because of its restricted size most of the city departments had to find other quarters.

In the City Hall were the offices of the mayor, the clerk of City Council, and the Police Department, including the city prison. The Council Chamber occupied much of the second floor. The first floor, front, was the Municipal Court room.

The Police Department had to rent quarters in the Market Street building adjoining on the south, known as the Eckel Building, for locker accommodations for the policemen.

All other departments had to find space elsewhere.

THE OLD COURT HOUSE

This building, on what is now Rodney Square, was the New Castle County seat of government from 1881 to 1917.

Some were in buildings on Sixth Street between the Mullin Building, which occupied half of the block, and King Street. The Water Department used part of the old Postoffice Building, at the southeast corner of Sixth and King Streets, after the postal force had moved to the then new Federal Building at the southwest corner of Ninth and Shipley Streets.

And so there was much agitation for a new City Hall. For financial reasons, the project did not reach fever heat until 1912. In that year it appeared as if the building of a new City Hall in the near future was assured.

The county government was in very much the same predicament. The Court House, which occupied the center of what is now Rodney Square, was overcrowded. This condition began to manifest itself soon after the turn of the century.

In 1910 the Levy Court seriously began to consider relieving the situation. There was talk of building a new Court House. The old one, in addition to being inadequate, was not fireproof. A new building, however, would be an expensive proposition, so expensive as to appear almost prohibitive.

Finally, in 1912, the matter began to assume definite shape. The Levy Court decided to enlarge the then existing Court House. Architect E. L. Rice, Jr., of Wilmington, was instructed to draw plans for an addition to the Court House. After the architect had started work on the plans the joint building proposal was looked upon with so much favor that the architect was told to stop on the plans until the matter could be considered further.

At about this time John J. Raskob, representing a group of civic-minded citizens, acting quietly, obtained options at a reasonable figure on all of the property in the block bounded by Tenth, Eleventh, King, and French Streets.

As soon as these options had been obtained two petitions were prepared, one directed to the Levy Court and the other to City Council, asking these bodies to consent to the erection of a building for the joint use of the city and county governments, and to seek legislative authority to borrow money to finance the undertaking. The petitions, which were gotten up under the direction of Mr. Raskob, were kept in his office in the Du Pont Building, and citizens in sympathy with the movement were invited by Mr. Raskob to call there and append their signatures. A large number did so.

In 1913, following a series of public meetings devoted to the subject, which had favorable results, both Council and the Levy Court agreed to the proposition. Each applied to the Legislature for permission to erect the building and borrow the money required to do so.

The Legislature, at the 1913 session, assenting, the Levy Court borrowed $600,000 to pay its share of the cost, and City Council borrowed $900,000. The land was immediately acquired on the option terms, the ground was cleared, and construction was started without delay. The building was completed and occupied in 1917.

The building is managed jointly by the city and county. While some offices could use more space than they have, the building has served its purpose well for nearly a quarter of a century.

Modest Office Buildings

Wilmington had office buildings before the advent of the "skyscrapers," devoted chiefly to that purpose, which began to make their appearance about the turn of the century. I was reminded of this fact when reference was made to the Church Building in a former reminiscent article. The Church Building, as was explained in that narrative, originally was an impressive three-story brick dwelling at the southeast corner of Tenth and Market Streets. For some time before it was razed, a quarter of a century ago, to make room for the then new Public Library, it was devoted to offices of lawyers and corporation staffs.

I believe the Church Building was one of Wilmington's earliest office buildings, in the general sense of the term. It was not a large structure. Yet it was a hive of activity.

Across the Tenth and Market Streets intersection, that is at the northwest corner, was one of the most pretentious office buildings of that period. I refer to the Harkness Building. It was a four-story brick structure, which was erected about 70 years ago by Prof. John C. Harkness, a prominent educator. The primary purpose of the building was to house what was known as the Harkness Academy, of which Professor Harkness was principal.

Professor Harkness, according to historians, started his educational enterprise right after the Civil War. Originally it occupied a modest building on Second Street near Washington Street. Later it was in a building on the east side of Market Street south of Third Street. From that location it moved to the then new building at Tenth and Market Streets.

While I do not know what the Harkness Building cost I believe the investment was profitable. Eventually, I have understood, the school was discontinued and the space it had required was converted into offices. Lawyers were among the occupants. The building was convenient for members of the legal profession, as the New Castle County Court House (after 1879, when the county seat was moved from New Castle to Wilmington) was almost directly across Market Street, being in the center of what is now Rodney Square. Several business concerns had offices in the Harkness Building.

The whole structure above the ground floor at one time was devoted to offices. There were stores on the street floor. There was a drug store on the corner. At one time it was conducted by Philip H. Wood, at another time by E. T. Dilworth, and finally by Dr. John C. Robinson.

Adjoining the drug store on Market Street there was a newspaper, stationery and notion store. There was a peanut stand outside of the building on the Tenth Street side.

Tenth and Market Streets was a lively intersection as far back as anyone now living can remember. It became more lively when electric street car service—the first in Wilmington—was established between Tenth and Market Streets and Riverview Cemetery in 1888.

When Tenth and Market Streets was the "downtown" terminal of the Riverview railway line it was an exchange point for passengers using both the horse car and electric services. Eventually the Riverview line was extended down Market Street and out West Fourth Street.

At one time there were awnings over the sidewalks

about the two fronts of the Harkness Building. The awnings rested on iron frames which were supported by iron posts extending up from the curb. The awning gave protection from sun, rain, and snow.

The uprights on the Tenth Street front were something of an annoyance at times. They were so near the street car tracks that anything protruding from the right side of a car rounding the corner was likely to be dislodged. This happened sometimes. Men with bulky articles, such as hoes, brooms, rakes or rolls of oilcloth, often stood in the small rear enclosed platform rather than inside the car. If the little side door of the platform, the only outlet, was open, and the overburdened passenger permitted something he was holding to protrude from the door it could, and sometimes did, come in contact with one of the awning posts. Then something was sure to happen, which doubtless evoked expletives which wouldn't look well in print.

At that time Tenth Street between Market Street and Delaware Avenue was much narrower than it is now. With two car lines in the bed of the street the tracks were very near the curb on each side.

At that time awnings were permitted to be maintained over the sidewalks in front of business places, extending from the building line to the curb. As a rule awnings were supported on iron framework. They were rolled up at night and rolled out to the curb line in the morning.

Reference to the proximity of the Church and Harkness Buildings to the Court House, because of which they were attractive to lawyers, reminds me of two prominent members of the bar, partners, who had their offices in the Market Street block between Tenth and Eleventh Streets but not in an office building.

Levi C. Bird, one of the most distinguished members of the bar, with his partner, Andrew E. Sanborn, also a notable member of the profession, had their offices in Mr. Bird's private dwelling on Market Street just south of Eleventh Street.

What was known as the Law Building was erected for office purposes, a little later, I believe, than the Harkness Building. As the present generation remembers, the Law Building was on the south side of Ninth Street extending from Market to Shipley Street. It was a symmetrical three-story brick structure, and was of substantial construction.

The building was owned by two prominent citizens, Charles B. Lore and Harry Emmons, both lawyers, who had their offices there. Mr. Lore at one time represented Delaware in the House of Representatives at Washington, and also was Chief Justice of Delaware. Both Judge Lore and Mr. Emmons were prominent churchmen. Mr. Lore was a Methodist and Mr. Emmons a Baptist.

One of the pioneer office structures was the Exchange Building, at the southwest corner of Seventh and Market Streets. Another was the Smith Building, a four-story brick structure on the east side of Market Street between Sixth and Seventh Streets. It occupied the site of what formerly had been a marble yard.

About the turn of the century another office building came into being. It was known as the Bayard Building Annex. It was on the north side of Ninth Street between Market and King Streets.

Courtesy Wilmington Trust Co.

THE BAYARD MANSION
Northeast Corner Ninth and Market Streets, 1852-1921

The annex joined the Bayard Building, northeast corner of Ninth and Market Streets, which was owned by the late Thomas F. Bayard, Sr., one of Delaware's most distinguished statesmen, who during his busy life had been United States senator, secretary of state of the United States, and the first American ambassador to the Court of St. James (England).

Mr. Bayard and other lawyers had their offices in the Bayard Building. The annex accommodated lawyers as well as other tenants.

ECHOES OF YESTERYEAR

The 'Gay Nineties'

One often hears "The Gay Nineties" referred to as indicative of a period of social laxity, a time when scant attention was paid to the conventions. I well remember the period. In Wilmington, and the rest of Delaware, I recall nothing that would justify the aspersion which generally seems to be implied by the expression "gay nineties."

There were no automobiles in those days. The substitute, the buggy, was rare. It is true that there were livery stables, where horses and carriages could be hired. But that cost money, and money was scarce, especially with young people. The pay of many skilled artisans in those days did not exceed $12 a week. Only a few persons could indulge in the luxury of using hired rigs for pleasure rides.

Instead, when the average person wanted to take a ride for a diversion he used the trolley, which was a novelty at that time. If a group desired similar diversion it did the same thing. It might be just a ride around town. Very likely, however, it involved the "leasing" of a trolley car and crew. The car was of the summer variety, perhaps, with both sides open.

Sometimes Chester was the destination. Perhaps it was a run over one of our suburban lines in another direction. Ice cream was taken along sometimes, and the party was sure of a jolly evening.

Many of the men of the community gathered nightly at the volunteer fire houses, where they discussed current topics. Others spent their evenings about cigar stores, sometimes seated in chairs in the street, just outside the curb line, off the sidewalk, where they talked and watched the world go by. This was a regular practice in pleasant weather in front of cigar stores at Sixth and Seventh and Market Streets, as well as at other locations. There was little street traffic to interrupt this program.

Some men sat by the hour on the fence copings about the old Delaware Bank, at Sixth and Market Streets, and in front of the First Presbyterian Church cemetery, on Market Street below Tenth, while the coping surrounding Court House Square, on Market Street between Tenth and Eleventh, was occupied by other men. There also was a little group which found the steps in front of the Old Town Hall a convenient place to sit and talk politics.

In the early nineties amusements were scarce. As there was no "daylight saving" time, twilight baseball was a rarity. The fact is that most employed persons did not finish their day's work until 6 o'clock.

The popular diversion on a summer evening, for persons who wanted to be moving about, was a stroll on Market Street, or Delaware Avenue, which was the premier promenade of the town.

Or, perhaps, it might be a stroll along the Brandywine. The park had not been developed to any extent. Yet, the walks along the creek, particularly on the south side, had about them just as much charm for young people as they have today; more, in fact, now that the motor car is available.

Roller skating was popular in the eighties and nineties.

The Wilmington Rink, in Eleventh Street west of Madison, which was built in the eighties, was one of the most magnetic attractions in Wilmington for several years. It appealed to both sexes, and was filled practically every afternoon and evening with skaters from 16 to 60 years of age. Old folks liked to go there also, and watch the sport.

Subsequently, the Citizens' Rink was built at Fourth and Washington Streets. It had, as an added attraction, a swimming pool. At one time the late Ayers S. Webster was in charge of the Citizens' Rink.

About the turn of the century the Wilmington Rink was the setting for thrilling roller-polo championship contests, which filled the place with interested spectators night after night. This sport was managed by the late N. D. Cloward.

Then, of course, there were the theaters, first the Grand Opera House, and later the Academy of Music and W. L. Dockstader's Wonderland and Garrick Theatre.

Golf hadn't begun to attract public attention here in the nineties. Consequently, there was no such diversion to lure the men out to the links on Sunday. In fact, Wilmington had what may well have been termed "old fashioned" Sundays. There seemed to be no public desire to have it otherwise. The churches of Wilmington never were more popular than in the nineties.

The people of the nineties seemed to be quite as decorous as are those of the present day. There was no more lawlessness in Wilmington then, proportionately, than there is now. A modest police force, something like 40 men, sufficed to preserve order.

Of course, Wilmington had less population than it has

now. Relatively, however, community conditions with respect to decorum were very much the same as they are today.

If the term "gay nineties" has any significance with respect to feminine attire, the designation is a misnomer. Women, in those days, were "overdressed" when compared with the customs of later periods. Dresses trailed the ground, and the throat was protected almost to the chin. This was the rule, with deviations, in summer as well as in winter.

There was no exception, relatively considered, at the seashore. Women bathed in what looked like coat suits, and, of course, wearing stockings. At one time even the arms were covered well below the elbows.

There was something about the "gay nineties," however, which may justify the designation, if looked at as not being intended as an aspersion. There was an air of gayness; a carefreeness which seemed to permeate the atmosphere. It seemed to be the rule to try to feel happy, not to borrow trouble.

Most folks of that period were given to song. At least they were interested in the popular music of the day. And no wonder. The popular music of the period was tuneful and sentimental. It appealed to the emotions. I recall, for example, such fine old songs as "Over the Garden Wall," "In the Shade of the Old Apple Tree," "After the Ball," "The Glow Worm," "When You and I Were Young Maggie," and others like them.

The nineties were gay, but it was a decorous gayness—so far as Delaware was concerned.

Stepping Stones and Hitching Posts

At the rear entrance to the Wilmington Club property, on the east side of Orange Street just north of Eleventh, is a stone marker that is reminiscent of the horse and buggy days in Wilmington. Once a stepping stone at the curb opposite the front entrance to the clubhouse, which is 1103 Market Street, it now serves as a sign indicating the entrance to the members' parking yard at the rear of the building.

The marker, which for some time has rested on top of the wall at the Orange Street "gate," is a sizeable slab of brownstone, on the surface of which is cut in distinct lettering "Wilmington Club." The stone rests in an upright position with the long sides parallel with the surface of the entrance roadway. When it stood at the Market Street curb it rested flat on the sidewalk, with the lettering on top.

The original function of this stone was to serve as a step for persons alighting from and entering carriages. It served a useful purpose. When automobiles replaced carriages it was not needed: that is, not after automobile running boards had been lowered sufficiently to require no intervening step between the running board and the sidewalk.

Some of the early automobiles, it will be recalled, had their bodies so high above the axles that a stepping stone was an aid to boarding and leaving cars. Nowadays, however, this is all changed. And so, the stepping stone has no place in the current scheme of things.

If the writer's memory is not at fault, John Merrick, one of the pioneer carriage manufacturers of Wilmington, the original owner of what now is the Wilmington Club prop-

erty, had a stepping stone in front of the house—that was his home—quite similar to that subsequently placed there by the club. My recollection is that it was of the same brownstone as that used in the construction of the building. It was lettered, I believe, with either the owner's name or his initials. This was the customary thing to do.

Stepping stones and hitching posts were in general use throughout the residential sections of Wilmington in the early days. They were necessary for the convenience of owners of horses and carriages. Most of the stepping stones were much like that of the Wilmington Club. Generally, however, they were of Brandywine granite, although some were of marble and some of other kinds of stone.

For many years there was one in front of each of the entrances to the Clayton House, at Fifth and Market Streets. One was on Market Street just above Fifth and the other on Fifth Street halfway between Market and King. The Clayton House, as older residents of Wilmington know, was the outstanding hotel in Delaware in the 70's, 80's and 90's. It was patronized by many users of horses and carriages—and also users of horse-drawn cabs. It was classed among the best hostelries in the east. Numbering among its patrons prominent people in all walks of life, people who came from far and near, lack of stepping stones at the entrances would have been regarded as a serious omission.

Incidentally, most of the noted American stage celebrities of those days "played" Wilmington—showing at the Grand Opera House—and made the Clayton House their headquarters. They were accustomed to stepping stones at the hotel entrances in other cities, and, of course, they expected to find them here. They were not disappointed.

At one time there were rows of stepping stones on several west side thoroughfares, notably Delaware Avenue, West and Washington Streets. Some may be found now. Most of them were removed long ago.

Stepping stones in their "heyday" seemed to be emblematic. Any house with one at its front indicated that the occupant of the premises owned a horse and carriage. In those days only the well-to-do could afford such luxuries.

Hitching posts, which were coordinate utilities with stepping stones, stood in front of many dwellings and places of business. One was in front of Every Evening Building, at Fifth and Shipley Streets, for many years. It was a convenience for visitors to the office who came in carriages. Other business establishments found hitching posts to be accommodations for their owners and patrons.

Hitching posts were of different shapes. The most common was made of about two-inch iron pipe, with a miniature replica of a horse's head at the top, and with a ring to which a strap could be fastened.

There were other types of hitching devices. In front of some of the early hotels were iron bars, or pipe, parallel with the curb, and about three or four feet above the sidewalk. They were supported by iron or wooden posts. Rings in these bars provided facilities where guests could hitch their horses.

Stepping stones and hitching posts may be considered as having been in the category of minor utilities, but their disappearance is significant. It marks the change that has been made in the local transportation facilities of the American public during the last forty years.

Cigar Store 'Senates'

Reference in a recent reminiscent article to restaurant "senates," so designated because of the daily meetings of groups in eating places at noontime, reminded me of several cigar store "senates" in Wilmington with which I was acquainted half a century ago, as well as earlier and later.

Cigar store "senates," an unofficial designation, of course, were composed of men who gathered nightly at their favorite cigar stores. In addition to enjoying the companionship of each other they derived much satisfaction from discussing issues of great concern to the public. Controversial topics aroused spirited debates, which sometimes were continued night after night. It really was interesting to hear those discussions.

While local affairs engaged the attention of these men they did not overlook national and international topics. As a rule the members of these groups were serious men. They were well informed. They were diligent newspaper readers. When there was reason to do so, authorities were consulted. Sometimes resort was had to library and other books which might be helpful in efforts to solve knotty problems.

Most of these "senators" were men about or past middle age. They had mature minds and felt an interest in public affairs. As a rule they were diligent students of government and the things with which governments concerned themselves. They had pronounced opinions. Many were excellent debaters.

Few of the serious "senates" had in their ranks younger men. The latter usually preferred pool rooms, dance halls and other places where they could be amused. And so, the

elder men had these debating sessions pretty much to themselves, where there was no likelihood of having to reckon with immature minds and trivial gossip.

Although many of these men were patrons of the Grand Opera House, during much of that time Wilmington's only theater, when there were shows which appealed to them, they were of such a discriminating nature that their theater attendance did not necessitate much absence from their cigar store havens.

There were no "movies" and the radio had not come upon the scene. Absence of these partly accounted for the lure of cigar store back rooms which the "senates" were permitted to occupy.

The cigar store "senate" with which I was best acquainted had its headquarters at the store of James Christy & Son, at the southwest corner of Sixth and Market Streets. While I never knew the politics of the proprietors I noticed that most of the men who enjoyed their hospitality were Democrats. Several were definitely interested in city and state politics. Some were office holders.

In pleasant weather, that is, when it was comfortable out of doors, it was not uncommon for members of this group to occupy chairs in the bed of Market Street just beyond the curb, with their feet resting on the curb. There was no street traffic interference. There were no automobiles and few vehicles of any kind after the close of the business day. The horse cars were too far away from the curb to cause trouble.

Republicans of the same period made up a large part of the membership of "Hawkins' Senate," a block farther uptown. This was the store of Samuel Hawkins, on Market Street between Sixth and Seventh. It also was a gathering

place for ball players, particularly members of the Wilmington and visiting professional teams.

Edward A. Ginder's cigar store, at Delaware Avenue and Tatnall Street, was the headquarters of a group of men, largely in the professional category, who kept well posted on public business. There were many intelligent and spirited discussions by members of that group.

Perhaps there were many more similar groups, but I had no intimate knowledge concerning them. I do know that there were sectional cigar stores where patrons gathered nightly. Besides those in the downtown area there were some in "Forty Acres," "McDowellville," "Browntown," "Hedgeville," "Brandywine Village," South Wilmington and the section of the city beyond Eleventh Street Bridge, as well as at Rising Sun, just outside of the city.

Newspaper Methods in the '80s

Persons making inspection trips through the News-Journal plant as it is today, that is, those whose memory does not go back 40 or 50 years, may be interested to learn how different newspaper publication was in the old days from what it is now.

Nowadays mechanical devices perform much of the work which originally had to be done by hand. This includes setting the type, which the linotype does, casting each line the length of the width of a column.

In the printing the paper is fed to the press from rolls, the paper being cut by the press to proper size. The paper is printed from cylindrical plates, cast from matrices containing type impressions. The type does not reach the press.

All of the machinery throughout the plant is electrically driven.

All news matter, with rare exceptions, is prepared in typewritten form. Telegraph dispatches are received in our office through teletype printers, which resembles typewriters in the method of operation. The daily issue of today's papers varies between 20 and 48 pages, averaging about 24 or 28 pages.

When I entered the service of Every Evening the picture was far different. All type was set by hand as there were no typesetting machines. The type was manufactured in a foundry in another state.

It was necessary for our company, as well as every other newspaper publisher, to have a large supply of type—all sizes which might be required. While the type after being used was distributed back into the cases, much was tied up in standing matter. Type was so precious that every effort was made to take care of it. The first morning job of the apprentices in the composing room was to sweep the floor, and then pick up out of the sweepings the type which had been dropped by the compositors the day before. There was a strict rule against wasting or purposely damaging type.

As the paper was printed directly from the type, the face of the type eventually become worn and blurred. This necessitated fairly frequent replacement of all body type, that is, that which was used in setting the matter carried in the news columns. Each replacement was an expensive transaction.

Subsequent to this pioneer period a machine was developed which made it possible to set type by operating a

keyboard. This was known as the Thorne machine. Every Evening installed several. This machine was so constructed that lines of used type were fed into it, each letter being held in its proper slot until released by the touch of the key labeled with that letter.

Sometime later Lanston monotype machines were installed in the composing room. These machines had keyboard devices for perforating paper. The perforated paper, upon being run through a casting machine, caused the casting of each individual letter and the setting of lines of column width.

The monotypes were used until the company installed Mergenthaler linotypes, such as are now in use in the News-Journal plant. The other local papers used linotypes before Every Evening did.

Fifty years ago Every Evening was printed on what is known as a flat-bed press. The paper was printed from the flat type surface. Sheets, cut the size of two pages, were fed into the press by hand. One side of the sheets was printed in the morning and the other side in the afternoon.

At that time the normal size of the daily issue was four pages. If extraordinary demand from advertisers required a larger paper, and it had to be eight or 12 pages, the extra pages would have to be printed the day before or between the morning and afternoon runs.

A small steam engine supplied the motive power for the press at first. Later a gas engine was installed. This eventually gave way to electricity.

This was the picture until Every Evening received its first perfecting press, which inaugurated its printing from rolls of paper and also from cast plates, instead of from the type.

In that long-ago period there were few typewriters. My recollection is that when I first went with Every Evening all of the copy was written by hand. This, I believe, included the telegraph dispatches, which came through Morse devices—that is, the dot and dash way. There were no teletype printers until long after that period.

Handwritten copy caused many headaches. The editors and reporters, as I recall, were fairly legible writers. Some of our correspondents were extremely bad writers. Their copy was difficult to handle.

With all of these handicaps the paper served the public well.

Significance of 'Every Evening's' Title

Recently I was asked the question "Why was Every Evening so named?"

The inquirer was a man with extensive newspaper experience. He marveled at the odd name, and said he had never known of another like it.

I was unable to answer his question. In fact, nobody connected with the News-Journal Co., who was approached on the subject, could supply the answer. I did, however, find what appeared to me to be a clue in the first issue of the paper, which made its appearance Sept. 4, 1871.

That there is a deep sentiment attaching to the name is evident from the fact that when Every Evening and the Evening Journal were merged, Jan. 2, 1933, there was a general desire that the name be retained as part of the title for the combined paper. The result was the present title, Journal-Every Evening.

A modest editorial announcement in the first issue of Every Evening appears to be the founders' explanation as to why the then new paper was so named.

The editorial, which is descriptive of the heading adopted for the paper, states that a cut, picturing a family fireside scene, which formed part of the heading, "represents the sort of domestic scene into which we hope to introduce our paper every evening."

The cut, which is between two large Old English type words "Every" and "Evening," shows a family seated about a table in front of a fireplace, with a lamp on the table. The father is shown reading a newspaper. The mother and two children evidently are listening.

The heading, the editorial explains, "was engraved from a design furnished by ourselves," and the cut in the center "was drawn at our suggestion, by Howard Pyle, a young Wilmington artist." It will be recalled that Mr. Pyle later became a famous artist, with a national reputation. Every Evening, seemingly, was among the first to recognize Artist Pyle's ability.

The picture of the family group about the fireside had more than nominal significance. The editorial explained that the picture "may be accepted as a standing pledge that we shall permit the entrance of nothing into our columns unfit to be read aloud by the father of a family in the presence of his wife and children."

This, I am gratified to know, is a pledge that Every Evening always endeavored to live up to, as the Journal-Every Evening does. It has the same potency for the Journal-Every Evening today as it had for Every Evening at the time the latter paper was founded.

The name "Every Evening," I have been told, was suggested to the founders of the paper by the late John M. Whitford. Mr. Whitford was business manager of Every Evening for many years.

To me the original heading of Every Evening conveyed to the public the message that it hoped to cater to family fireside groups, such as was pictured in the cut in the heading, every evening.

William T. Croasdale and Gilbert G. Cameron were the founders of Every Evening. Mr. Croasdale had edited a weekly paper in Georgetown. Mr. Cameron was a practical printer, having learned the trade at the office of the Delaware Republican, published in Wilmington.

At first the paper had its publication office at No. 4 East Third Street. The press work was done at the job printing plant of James & Webb, nearby. In the second year of its history the firm was incorporated under the name of Every Evening Publishing Co. The new company bought of Henry Eckel the plant of the Delaware State Journal and Statesman, and moved the publication office to the Eckel Building, which adjoined the City Hall, on Market Street.

In 1873 Every Evening absorbed the Delaware State Journal and in 1877 the Daily Commercial. The publication office was then moved to the Commercial plant, at the southwest corner of Fifth and Market Streets. In 1882 Every Evening erected its own building at the southeast corner of Fifth and Shipley Streets. The paper was issued from that building until 10 years ago when it moved to its then new plant, at Orange and Girard Streets, the present News-Journal Building, which, incidentally, has been greatly enlarged in the last two years.

Every Evening has been out of existence as a separate

entity for twelve years, but it has since been an important part of the merged paper, Journal-Every Evening.

TRANSPORTATION

Network of Street Railways

Now that all of the electric railway tracks have been moved from the streets of Wilmington—and converted into war materiel—it is interesting to look back to that period when there was a network of railway lines in the city. Competition accounted for that situation.

At one time, within the memory of persons now living, there was only one car line, and the motive power was furnished by horses. As was explained in a former article, the line extended from the Philadelphia, Wilmington and Baltimore Railroad passenger station, Front and French Streets, along Front Street to Market, up Market to Tenth Street, thence out Delaware Avenue to Du Pont Street, with an extension from that point to Rising Sun.

The line was completed and placed in service in 1864. That was the extent of Wilmington's street railway facilities until 1881. The Wilmington City Railway Co. was the owner of the pioneer line. It was composed of a group of local citizens.

In 1881 an independent corporation, also composed of local citizens, built a line on Front Street from Market Street to Union Street, to which reference was made in a former article. Later in the same year the Wilmington City Railway Co. built a line on East Fourth Street with the western terminus at Market Street.

There was no further activity in this field until 1888

when electric motive power was given its first test in Wilmington, as a substitute for horses and mules. It was in March of that year that Wilmington's first electric railway was placed in service. It was on Market Street extending from Tenth Street to Riverview Cemetery.

From that time, for several years, the railway system was extended gradually in various directions.

The City Railway Co. sponsored part of this program. About the turn of the century the People's Railway Co. built a system of lines in the city, connecting with its Wilmington and Brandywine Springs railway.

The People's Railway Co. had its offices, power house and car barn at Sixth and Hawley Streets. The power house and barn of the City Railway Co. were at what was known as the Middle Depot, Delaware Avenue and Du Pont Street. Later the company built and operated a second power house on the Brandywine at the foot of Buena Vista Street.

Following the introduction of electricity in supplying Wilmington's transportation needs the innovation seemed to facilitate expansion of the railway system.

At one time there was a line on the Causeway and South Market Street, with a bridge over the steam railroad tracks crossing the Causeway. The terminus was at the southwest corner of Front and Market Streets. The line was that of the Wilmington, New Castle and Southern Railway Co., an independent corporation. This line served New Castle and Delaware City.

The line, which originally extended only to New Castle, first entered the city through South Wilmington. Subsequently its terminus was at Fourth and Market Streets, through a cooperative agreement with the Wilmington City

Railway Co. As the line didn't pay eventually it was abandoned. The property having been taken over by the City Railway Co., bus service was established from Wilmington to and below New Castle.

After the People's Railway Co. entered the city it built and operated urban lines connecting with the Brandywine Springs service. The company's first line in the city was on West Sixth Street, with the terminus at Sixth and Market Streets. This line was placed in operation Memorial Day in 1901.

Next came branches on Seventh and Second Streets. Eventually the Sixth and Seventh Street service was extended to the section of Wilmington east of Market Street.

There also was what was known as the Belt Line. It operated on Second, Jefferson, Thirteenth, Lombard and Sixth Streets. There was a line on King Street, which extended from Second to Sixteenth Street, thence over a bridge spanning the Brandywine which the company had built, thereby providing railway service to the western section of that part of Wilmington north of the Brandywine. The company also had a line on Orange Street between Sixth and Thirteenth Streets.

The City Railway Co. at the same time had lines in addition to those heretofore mentioned serving the area east of Market Street and the Ninth Ward. There were Ninth Ward connections with the midcity system via Market and Eleventh Street bridges. The company operated north of the Brandywine on Market, Claymont, Thirtieth and Washington Streets and Baynard Boulevard.

In the downtown section, besides the main Market

Street service the company operated lines on West Front Street, after taking over the Front and Union property, West Fourth Street, West Eighth Street, Monroe Street and Maryland Avenue. Later there were other extensions, including that on Du Pont Street and those to suburban points.

After the Wilmington and Philadelphia Traction Co. (formerly the City Railway Co.) took over the People's Railway system in 1915 the routes were consolidated and some of the lines were discontinued. This resulted in the layout of the railway system when the trackless trolley coaches took over the service in 1939.

Numerous Grade Crossings

At one time thousands of Wilmington artisans—as well as unskilled workers—employed in shipbuilding plants and other industrial establishments had to cross railroad main-line tracks at street grade when proceeding to and from their work. To realize this persons of today who never saw the crowds of workmen crossing the tracks may shudder at the spectacle as they can picture it now. That was before the elevated railroad was built.

The fact is that those workers, familiar with the hazards, were careful. As a rule each was acquainted with the schedule of regular passenger trains. There were few special passenger trains and the freight trains, in addition to being very noisy, did not "hurry" through the city.

There were accidents involving some of the workers crossing the tracks, some serious. They were comparatively few, however. Victims of crossing accidents as a rule were boys and other persons tempting fate, sometimes engaged in pranks.

Perhaps the most dangerous crossing at one time was at West Street entrance to the shipyard of the Harlan & Hollingsworth Co., when ships were built there and hundreds of workers were employed.

To reach the gate it was necessary to cross the main-line tracks of the Philadelphia, Wilmington, and Baltimore Railroad Co., the Wilmington & Northern Railroad Co., and the Baltimore and Philadelphia Railroad Co. Trains proceeding to and from the passenger stations of these railroads had to be reckoned with as they passed West Street.

The P., W. & B. and W. & N. stations were at French and Water Streets. That of the Baltimore & Philadelphia (originally the Wilmington & Western and later the Delaware Western) was at Market and Water Streets.

Besides these passenger trains and the freight trains there were shifting locomotives hauling cars to and from industrial establishments and coal yards along Water Street, and also to wharves on the Christina River.

The crossings, of course, were protected by safety gates operated by watchmen. As further protection the P., W. & B. Co. had a flagman run ahead of passenger trains proceeding between the station at French Street and West Street crossing. The trains proceeded slowly within that area.

Another danger spot was the entrance to the plant of the Pusey & Jones Co., at Poplar Street. While only the P., W. & B. (later the P., B. & W.) railroad passed the gate, there was a multiplicity of tracks across Poplar Street between Front and Water Streets.

Poplar Street was the entrance to the commodious train shed which the railroad company maintained at that time, and which extended from the station at French Street to

Poplar Street. All of the "local" trains operating between Wilmington and Philadelphia, as well as the southbound through trains, passed in and out of the shed. As a result many trains crossed Poplar Street each day. Workers who regularly traversed Poplar Street below Front knew this and were careful.

And then, there was Third Street crossing of the P., W. & B. Railroad. This was traversed daily by many persons living north of the Christina River and working in South Wilmington and others who lived in South Wilmington and were employed on the north side.

While many of these workers used the trolley line crossing Third Street Bridge, and the cars crossed the railroad tracks at grade at Third Street, the railway company exercised commendable precaution to protect the passengers.

There was a derailing trolley switch on each side of the steam railroad tracks. Before a trolley car could cross in either direction the derailing switches had to be closed. This operation was entrusted to a watchman, who closed the switches by lifting and holding a lever until the car had passed over. When the watchman dropped the lever the switches automatically opened, the effect of which would be to derail a car attempting to cross in either direction unless the lever was again lifted.

For some time the late former Sheriff Emmet Stidham was the faithful switchman in charge of the Third Street crossing.

In those days railroad trains did not proceed as rapidly as do the trains today. When proceeding through the city where there were grade crossings the speed was slackened. There was danger, nevertheless, although the railroads went

to great expense to do what they could to give protection at the crossings.

Vice Breeder Routed

Whenever the subject of slum clearance presents itself for consideration the element of cost naturally figures largely. One of the most objectionable features of slum life is its potentiality as a breeder of crime. Another, of course, has to do with the public health.

This subject brings to mind the fact that when the Pennsylvania Railroad Co. elevated its passenger tracks through Wilmington about 40 years ago, the company was credited with ridding the city of some of the elements which had been germinating slum influences.

Much of the ground used for the elevated railroad had been occupied by buildings of various types, most of them very old. Some of these buildings were respectable dwellings. Some were used for legitimate business enterprises.

There were many, however, which, particularly in their later years, were dens of vice. They constituted a menace to the public, and had a demoralizing influence, especially among young people.

Some of the buildings on the south side of Front Street between French and West Streets, were in the latter category. The fact is that some of the buildings extended through to Water Street. Some of the disreputable places had entrances on both streets. This was of advantage to the underworld when trying to elude the police. There were dark

alleys and hallways in the rear which facilitated escape of lawbreakers from the scenes of their crimes.

Several Water Street buildings, as well as some on Front Street, were devoted to legitimate business enterprises owned and managed by good citizens. Most of these were there long before the neighborhood began to fall into disrepute. They remained there because it was convenient. Most of their trade was with shipping interests along the nearby Christina River wharves. There also were other types of business there which would have been handicapped had they moved their quarters elsewhere.

The center of the evil influences 50 years ago, and later, was on that part of Front Street. There were several places along that thoroughfare which specialized in vice. This drew to that locality all manner of disreputable characters, as well as other persons who considered themselves respectable, but who apparently enjoyed the type of "entertainment" they could find there, and which they could find nowhere else in town. The disreputable habitues of this unsavory neighborhood preyed upon visitors who had money to spend.

Because of the existence of this condition, and the fact that lawlessness was rampant, especially after dark, that section was referred to as the "Coast." The "Coast" gave the police of the period one of the most difficult jobs they had to contend with. It was a knotty problem, because some of the offenders, the real causes of the trouble, managed to keep within the law or keep the evidence of their wrong doing beyond the reach of the law, until the law could catch them unawares.

Officers assigned to that beat had to be constantly alert

and always ready, as well as physically able, to deal with any situation which might require their attention.

When the railroad company took over these buildings and destroyed them much of the source of trouble in that part of town disappeared. All of the buildings in that area, abutting the railroad right of way, were not torn down at the same time. Among the first to go, however, were several in which the vice of the district appeared to center.

All of the buildings needed to make room for the elevated railroad, of course, were torn down, including those which had been used for legitimate purposes. The important thing in that connection was that the railroad company, without expense to the community, had routed out—put out of "business"—some of Wilmington's worst vice breeders.

Seven Railroad Stations

At one time there were seven steam railroad passenger stations in Wilmington. Various sections of town were served thereby.

This was before the era of the automobile, and also before Wilmington had extensive street railway service—although there were some horse car lines. Way stations, as well as the main stations, were conveniences for persons living in the sections of town in which they were situated.

That was during a period when the only facilities for traveling by land, more than the few miles a horse could go, were the steam railroads. There were no trolley lines, suburban or urban, when these way stations were established.

The Philadelphia, Wilmington, and Baltimore Railroad,

the local section of the Pennsylvania Railroad System, had two stations. The main one was at the southeast corner of Front and French Streets, the location of the present station. The other station, known as Landlith, was at Vandever Avenue and the railroad.

The Baltimore and Ohio Railroad Co. had two. The main station was at the present location, Delaware Avenue and Du Pont Street. The other one was at Water and Market Streets. Through trains used Delaware Avenue Station, while the station at Water and Market Streets was the terminal for local trains between Wilmington and Philadelphia, as well as for the Landenberg, Pa., trains.

The Wilmington and Northern Railroad (later the Reading) had three stations. The main one was at the northwest corner of French and Water Streets. One of the way stations was at the Madison Street intersection. The other was at the Fifth Avenue intersection.

Silverbrook station, of the Wilmington and Northern, just beyond the city limits, on the Lancaster Pike, was placed there for the accommodation of residents of the immediate vicinity, the settlement known as Silverbrook, as well as for nearby city residents. When the waiting shed was built there Union Street was the western boundary of Wilmington.

The Delaware Western Railroad, predecessor of the local division of the Baltimore and Ohio, which had its main station at Market and Water Streets, used the Madison Street and Fifth Avenue stations in conjunction with the Wilmington and Northern.

At one time trains occasionally stopped to take on or discharge passengers at Maryland Avenue crossing of the Wilmington and Northern and Delaware Western lines, a small waiting shed being provided. Elsmere Junction was

a regular stop after it was established. Both of these points are just beyond the city limits.

What was known as Delaware Junction also was used as a station, in a sense—sort of an emergency stop. Delaware Junction is the point where the Delaware Railroad, now the Delmarva division of the Pennsylvania System, branches off for the line across the Christina River bridge, and on down the state.

The general locality of Delaware Junction could be distinguished in the distance by a large signal ball in the midst of the network of tracks there. It was at that point that the passenger trains of the Wilmington and Northern and Delaware Western Railroads crossed the tracks of the Philadelphia, Wilmington and Baltimore Railroad at grade.

The signal ball, perhaps two feet in diameter, and painted red, was kept when at rest concealed in a wooden enclosure near the ground. It was run up toward the top of a pole when a train was about to use the crossover tracks. It was displayed in the air until the crossover tracks were clear.

The downtown tracks of the Wilmington and Northern and Delaware Western Railroads, over which these passenger trains were operated, were parallel with and south of the P., W. & B. tracks, and the crossing at Delaware Junction supplied the only means for the trains to operate in and out of the city at that point.

The confused situation at Delaware Junction and in that vicinity was aggravated by the circumstance that all trains, freight as well as passenger, entering and leaving Wilmington at the southwestern boundary, passed that way.

There were no freight detour tracks out toward the Delaware River front at that time. These came later.

Originally, the main passenger station of the Wilmington and Northern Railroad was at the southeast corner of Front and Madison Streets, at the junction of these two streets with Maryland Avenue. The company's freight station was nearby, the freight office being on Maryland Avenue just south of Front Street.

After moving from Front and French Streets the Reading Co., successor to the Wilmington and Northern, built its own downtown station, at King and Water Streets.

The present Pennsylvania Railroad Station, at Front and French Streets, is the third within the recollection of the writer. The first one I remember, actually, was on Water Street at French. The rear of the property, on Front Street, was used by one of the company's executives, the superintendent, I think. Sixty years ago the superintendent, Henry H. Carter, lived in a fine dwelling at the southeast corner of Tenth and Market Streets. The building later used for offices, was razed when the new Public Library was built.

To get back to the station. The building which preceded the present station was on the street level at the head of a commodious train shed which extended from Walnut Street to Poplar Street. The shed was razed when the present station was built, which was when the tracks were elevated.

Evolution of French Street Station

Current improvements to French Street station of the Pennsylvania Railroad Co. mark an additional step in the progressive program which has developed the modest "depot," as I knew it as a boy, to its present extensive proportions.

The station of today, which is the third within my recollection, has many times the capacity of the first one I knew. It has many more conveniences for the traveling public.

The first two buildings used as stations were on the street level, as were the tracks. The first, which fronted on the railroad tracks, then in the bed of Water Street, was a small brick building. The frontage occupied about half of the block between French and Walnut Streets. It extended back from the railroad sidewalk about halfway to Front Street. As I recall, there was a high board fence on French Street between the station and a modest dwelling which faced on Front Street.

Much of the front part of the first station building was occupied by a restaurant. That was when all through trains stopped "10 minutes for refreshments" at stations situated at strategic points. This was a system I described in a former article devoted to that subject.

Dining car service on the railroads had not been developed at that time. Passengers and trains were not in such a hurry as are those of today.

Incidentally, when the trains stopped "10 minutes for refreshments" at French Street station the engineer and fireman of each occupied the time in filling the locomotive tank with water and cleaning and polishing the brass orna-

Courtesy Penna. R. R. Co.

P., W. & B. R. R. PASSENGER STATION, FRONT AND FRENCH STREETS

This building was razed when the present station was built, about the turn of the century, to conform to the elevated railroad track level.

mentation on the engines. The men took as much pride in the appearance of their engines as they did in their homes.

In order to enable the engines to take on water when the trains stopped at French Street station there were two supply devices, connected with the city water system. One was at the northeast corner of Water and French Streets, for southbound trains. The other, for northbound trains, was on the opposite side of the tracks in front of the company's then locomotive-repair shop, which occupied the site of the present Pennsylvania Railroad office building.

All three of the stations had some protection for patrons outside of the buildings. In front of the first one was a sort of roof such as would cover a porch. It extended nearly to the tracks. The second had more extensive pavement coverage, extending all around the building. It also had the benefit of a spacious train shed between the building and Poplar Street.

The present station, the third, follows the current idea of providing shelter up to the tracks in the immediate vicinity of the building. As originally constructed these were long enough to accommodate the trains of the period. Longer trains, following electrification, have called for extension of these protective shelters.

The second station building was a pretentious, ornamental, three-story brick structure which occupied the center of the block bounded by French, Walnut, Front, and Water Streets. The accompanying train shed, to which I have made reference, sheltered all local and southbound through trains. It was razed when the present station was built and the elevated railroad was placed in service.

The type, style, and size of each of the stations was changed each time a new one was built. Expansion of accommodations was the keynote of each.

Incidentally, the name of the railroad also was changed. At first the name was Philadelphia, Wilmington, and Baltimore. That name continued even after the road passed to the control of the Pennsylvania Railroad and became part of the Pennsylvania System. Later the name was changed to Philadelphia, Baltimore, and Washington, continuing, however, as a Pennsylvania Railroad enterprise, and, incidentally, one of the most important links in the system, connecting the nation's capital and its most important city.

Local changes remind me of changes on the Philadelphia end of the line. When I first knew the Philadelphia, Wilmington, and Baltimore Railroad the terminus in Philadelphia was at what then was known as Broad and Prime Streets. Since then the name of Prime Street has been changed to Washington Avenue. This thoroughfare is 11 full blocks south of Market Street, the location of Broad Street station, which subsequently became the terminus of the Philadelphia, Wilmington, and Baltimore Railroad.

During that early period I also recall seeing horses pull strings of freight cars up and down Market Street, Philadelphia, as far east as Broad Street, where there was a freight station.

Our French Street station always has been a lively, popular place. It has long been recognized as a Wilmington institution. At one time the Philadelphia, Wilmington, and Baltimore Railroad supplied the only means of transportation by land between Wilmington and Philadelphia. The

modest business of that period has continued to develop. This is indicated by the periodical expansion of station and train facilities.

Notwithstanding competition the railroads are relied upon for service by a considerable portion of travelers as well as shippers of freight.

Old Delaware Railroad Offices

The recent death of Edwin DeHaven was a reminder to the writer of the Wilmington office force of the Delaware Railroad of many years ago. Mr. DeHaven was one of this group, and a person who was just as delightful as he was efficient. He was a gentleman in the broadest sense of the word.

The Delaware Railroad offices of that period occupied a small building at the southeast corner of French and Water Streets. There was no elevated railroad in Wilmington then. The Philadelphia, Wilmington, and Baltimore Railroad tracks for all trains, passenger and freight, were on the surface, occupying the bed of Water Street.

These tracks were used by the Delaware Railroad trains, for it was in Wilmington that the Delaware Railroad ended, then, as it does now, connecting here with the Maryland Division of the P., W. & B., and afterward of the P., B. & W. Railroad, subsidiaries of the Pennsylvania System, the operating agency.

It might be well to explain that what always has been known as the "Delaware Road," and which for a long time was officially designated as the Delaware Division of the other local subsidiary of the Pennsylvania Railroad, now is the Delmarva Division. This has resulted from making one

operating unit of what formerly was the Delaware Division and the New York, Philadelphia and Norfolk Railroad. The former comprises the Pennsylvania lines in Delaware and the upper part of the Eastern Shore of Maryland. The New York, Philadelphia and Norfolk was the original name of the line which extends from Delmar to Cape Charles, Va., where there is boat connection with Norfolk.

Now, to get back to the old Delaware Railroad offices on the south side of Water Street—and the tracks—across Water Street from the P., W. & B. passenger station. I was a frequent visitor there, being a reporter for Every Evening at the time. There I frequently met many of my railroad friends, trainmen as well as members of the office force.

Among those of the latter I remember especially well were Mr. DeHaven and John Mackey. The latter, I believe, was in the clerks' department. Mr. DeHaven was ticket receiver. As soon as a Delaware train arrived one of the trainmen went to Mr. DeHaven's office and turned over to him his ticket report for the trip. Mr. DeHaven was popular with the trainmen. Each one, when he came into the office with his report, received a pleasant greeting. If time permitted there generally was a chat in which incidents of the trip and the latest happenings in lower Delaware were discussed.

I found the office a good source of news. The trainmen usually had something worth while to tell. They kept posted on all of the latest news of the sections of the state through which the road passed. Many times Mr. DeHaven has directed me to a trainman who had an interesting bit of information about some happening down the state. Something important had happened over night and the trainman knew about it. Perhaps it was the topic of conversation on the

train on the way up. And so, the trainman gladly told me what he knew.

Then, the next day, perhaps, Mr. DeHaven would remark "Well, I see you got your story." He had read it in the paper. Obviously it was a pleasure to him to do something for others. And he was cheerful and friendly about it.

Mr. Mackey likewise was helpful, particularly during periods in winter when trains were blocked by snow. I recall occasions when trains were stalled in drifts for more than a day. This happened several times in "Ginn's Cut" near Middletown. Those were hectic days for the railroad people, and there was a lot of news about developments in recovering from such storms.

In those days there were not the facilities for handling news from isolated sections of the state which the newspapers since have established, and which exist today.

Passengers as well as trainmen were decidedly helpful in supporting our efforts to keep informed of the news from places where the papers had no correspondents. Reporters met incoming trains in their quest for news. This was particularly so of trains arriving from the Delaware Railroad, as well as those on the Wilmington and Northern and Delaware Western Railroads.

In addition to current news obtained from Delaware Railroad travelers the trend of politics in lower Delaware was learned in the same way. Kent and Sussex County politicians were frequent railroad travelers, and as a rule they were prolific sources of information—political and otherwise.

Early Railroading in Delaware

Recent removal of the headquarters of the Maryland Division of the Pennsylvania Railroad from Wilmington to Baltimore reminded me that there have been many changes in railroading in Delaware during the period of my observation. That is a span of time covering more than half a century.

I recall distinctly many things about the Delaware Division in those early days, as well as later. As I represented Every Evening at sundry sessions of the Legislature, and reported many political conventions in Dover, I traveled on the Delaware Railroad extensively. It was generally referred to as the Delaware Railroad, and not the Delaware Division.

I also had occasion to visit many towns down the state on news missions. In my reporting days the Delaware Railroad supplied the only means for traveling about the state. The automobile and good roads came later.

Being a frequent traveler, I formed the acquaintance of the trainmen. I found all to be friendly. Each impressed me as fully realizing the responsibility which rested upon him. Each evidently appreciated the fact that the service the company was able to give the public depended upon the capabilities and faithfulness of each employe.

The conductors on the trains excited my interest most. Among those I knew best I recall the following: Lemuel Owens, William J. Johnston, Thomas Lewis, John T. Layfield, Thomas Hawkins, and I. Thomas Parker. There were others who came under my notice, but at the moment I do not recall who they were. There also were brakemen and other trainmen, who, like the conductors, exerted themselves to please the traveling public.

From my observation it appeared to me that each conductor not only knew every regular traveler, but also was his friend and confidant. The conductors, in fact, knew most of the residents of all of the territory the road served. Many of the regular patrons of the road looked upon the conductors as oracles. The latter usually kept posted on all of the important news of the towns along the way. It was from conductors and other trainmen of the Delaware Railroad that I obtained much news of the towns they served, such as fires, accidents, etc.

Conductor Johnston, if my memory is not at fault, for some time operated the train service between Smyrna and Clayton. In those days, although Smyrna was a mile distant from the railroad main line, it had connection through a shuttle train—usually one car—which met all regular trains on the main line.

This reminds me that at one time Clayton was one of the most active places on the Delaware Railroad south of Wilmington. The division offices were situated there. During the administration of Isaac N. Mills, when the latter was superintendent, his headquarters were at Clayton.

It will be recalled by those who had reason to know of it at the time that each year in advance of the peach harvest in Delaware Mr. Mills made an estimate of the size of the crop. This was part of his job, but he took keen interest in the work, because of his friendship for the peach growers as well as because of his personal reasons. It was his duty to see that there was an ample number of cars available at the harvest to haul the peaches to the city markets. The area covered, the "peach belt," extended from Middletown to the lower part of Sussex County, and over into Maryland. Mr. Mills' estimates always were so nearly accurate that he knew

just how many cars would be needed—and he had them ready on time.

R. L. Holliday, during his service as superintendent of the Delaware Railroad, like Mr. Mills and others holding the post, interested himself in the affairs of the state and the communities served by the railroad. He was familiarly known as General Holliday. This was because he was a member of the governor's staff. He took part in military and official functions in a manner which dignified his official post and endeared him to the people.

Conductor John T. Layfield also was a colonel on the governor's staff at one time.

Delaware Railroad conductors, I observed during the period in which I came in close contact with them, were among the most substantial citizens of the state—as no doubt are those of today. They took great interest in public affairs and were well posted. There was only one of my conductor acquaintances, so far as I can recall, however, who ever filled an elective state office. Mr. Parker, who was a resident of Wilmington, served a term as lieutenant governor. He gave to the office the same faithful attention which characterized his railroad work. He had a furlough from the railroad for the time his state office required.

The story would not be complete without reference to Henry Cain, long the company's agent in Dover. Like the conductors and other trainmen and officers, he looked after the interests of the patrons of the road. For a long time he has been a resident of Philadelphia, having gone there when he was promoted to a higher post. He is now on the Pennsylvania Railroad honor roll, and is one of the most ardent members of the Sons of Delaware.

Legislation has been generated and developed on Dela-

ware Railroad trains. Pending legislation has received death blows on the trains also. Lobbyists—and other proponents and opponents of legislation—have found the trains convenient settings for conferences with members of the General Assembly. Some lobbyists seldom went near the State House. They did their work on the streets, in the hotels and on Delaware Railroad trains. The trains were especially suitable for conferences because many of the legislators made daily trips thereon to and from Dover. Nowadays these "highway" conferences are held in automobiles.

In my early train-riding days down the state traveling salesmen used the railroad almost exclusively to get about Delaware and the Eastern Shore of Maryland. Each Monday morning the train leaving French Street Station a little after 8 o'clock (It was the "8:13" for a long time) had on board a sizeable group of drummers, chiefly representing Wilmington wholesale houses. Some left the train at Townsend, some at Clayton and some at Harrington, where they made connection with trains on branch roads. Others began their week's job at towns along the main line.

Many of the "drummers" returned on Friday afternoon trains. They spent the intervening time visiting their customers. It was a tedious job in those days. It was necessary to travel by horse and carriage to reach isolated communities not served by the railroad. Salesmen who had considerable territory to cover required the greater part of the week to make the rounds.

The Delaware Railroad-commuting group of "drummers" were a cheerful lot. Even when business "wasn't so good" most of them could spin fresh yarns they had just picked up in their travels.

'Middle Depot'

Restoration of the street car storage yard on Clayton Street between Delaware and Gilpin Avenues, so as to fit it for its new use in connection with the advent of trackless coaches, arouses interesting memories on the part of some of our older citizens. One finds no hint there today of what 60 and 65 years ago was in the block bounded by Delaware and Gilpin Avenues and Clayton and Du Pont Streets.

I am not sure that when I first knew the place Clayton Street was cut through north of Delaware Avenue.

At that time, so far as I can recall, the railway company had a car shed, waiting room and stable on the plot. These were on the Du Pont Street end of the tract. I presume there was an office there also, but I have no distinct recollection of it.

The waiting room, which was alongside of the car shed on Delaware Avenue, was heated with a cylindrical stove in winter. It was a cozy place. Because of that fact it was a rendezvous for men of the neighborhood, as well as a waiting place for patrons of the cars. Such a convenience was necessary.

At that time there was no through car service to Rising Sun. A car was operated between the car station at Du Pont Street and Rising Sun, but the service was infrequent.

The stable, of course, housed the horses and mules, which supplied the motive power for the cars. I believe there was a blacksmith shop.

The railway station at Delaware Avenue and Du Pont Street, which then was the terminus of the Delaware Ave-

nue line, was known as the "Middle Depot." It was so designated, I presume, because it was at the connecting point between the downtown and Rising Sun lines.

In the car shed was a turntable, with which the cars were turned around. The cars could not be operated in both directions without being turned around. The front and rear ends were different. As the front end always had to point in the direction the car was moving the cars had to be turned at each end of the line.

As the railway business developed it was necessary to expand the facilities. Eventually, during the horse—and mule—car era, larger cars, capable of being operated in either direction without being turned around, were acquired. These were used for special occasions and when there was a rush of business.

When electricity was adopted as the motive power a generating plant was installed on Delaware Avenue beside the waiting room and the car house. That marked the real beginning of an expansion program with the development of which the present generation is familiar.

Those persons who can remember the "Middle Depot" in its early days doubtless associate it with the pioneer period of the nearby settlements, "Forty Acres," "Riddle's Banks," and the Jessup and Moore community, the village about the paper mills, almost directly across the Brandywine from "Riddle's Banks." It is certain that the "Middle Depot" was the center of attraction for all of that neighborhood.

The road to "Riddle's Banks" led north on Du Pont Street from the "Middle Depot." One prong ran down the hill to the entrance of the Riddle textile mill. The other

prong ran along the top of the hill, eventually finding its way to the mill gates.

For many years the sidewalk along the Du Pont Street-Riddle Road highway, where it passed the Hartmann & Fehrenbach brewery, was a slatted boardwalk. It wasn't very wide, but answered the purpose nevertheless. If I remember correctly, there was no sidewalk on much of the east side of the road, although there doubtless was a walk part of the way, for St. James' Chapel stood there.

Incidentally, this road not only led to "Riddle's Banks" but also to the swinging bridge spanning the Brandywine. That was the first bridge. It was a little west of the present suspension bridge, the change having been made a quarter of a century ago to accommodate the then new Baltimore and Ohio Railroad bridge.

The lower prong of the Du Pont Street-Riddle Road highway from the "Middle Depot" to "Riddle's Banks" was a favorite walk, particularly for visitors from Philadelphia bent on seeing something of the Brandywine. One reason for this preference was the existence of a spring of cold, pure water which was at the north side of the lower road nearly opposite the Jessup and Moore dam. Another reason was that the road was well shaded.

A favorite jaunt for Philadelphians who liked to come to Wilmington was to make the trip to the city by rail or on the steamboat Samuel M. Felton, which docked at French Street wharf. Two blocks from the wharf, at Front and French Streets, horse cars were boarded.

When the "Middle Depot" was reached the popular thing to do was to stroll down to the Brandywine. The spring at "Riddle's Banks" evidently had spread its fame to Phila-

delphia, judging by the extent to which it was patronized by visitors from that city.

Passing of the 'Sidewheeler'

Announcement by the Delaware-New Jersey Ferry Co. of its intention to scrap one of its veteran boats, the New Castle, revives a variety of memories. It recalls, among other things, the initiation of ferry service between New Castle and Pennsville, N. J., 17 years ago. The New Castle was one of the two boats with which the service was started. It has not been in service for some time.

The New Castle, a "sidewheeler," is typical of excursion craft which for many years were familiar figures on the Delaware River, as well as on other inland waterways. They were the delights of members of Sunday schools, lodges and other organizations sponsoring outings on the river, excursions, as they were called. Of course, they were not ferryboats, which have both ends open for docking purposes in the slips, but their motive power was based on the same principle, with the propelling wheels on the sides.

This type of boat fascinated passengers. It was interesting to watch the "walking beam" above the housing, as the two ends of the diamond-shaped structures see-sawed up and down. One end of the beam was propelled by a shaft from the engine in the hold. The other arm, with a similar shaft, propelled a crank which operated the paddle wheels, one on each side of the boat. The paddle wheels were encased in curved outside housing, which sometimes was of fan-shaped artistic design on the exterior. While the upper part of the wheels could not be seen in action, below the

housing the paddles could be seen and heard churning the water.

I recall that on most boats of this type the engines could be seen in operation by persons in the main deck cabin. Half doors about the upright parts of the machinery were kept open for ventilating purposes, thereby enabling spectators to study the driving mechanism in operation.

Many of the "sidewheelers" used in local waters—as well as boats of other types—were built in Wilmington shipyards. Each carried the name of the builder. This usually was inscribed on a brass plate which was attached to that part of the machinery visible from the first deck.

Some Wilmington-built boats were used elsewhere. A few years ago I experienced an impulse of pride in my home town when on a Canadian tour. A motoring party of which I was a member took a boat trip on the St. Lawrence River from St. Simeon on the north side to Riviere du Loupe, on the south side. These are towns in the Province of Quebec. I thought the boat looked familiar. And so, I made a study of it. I hadn't proceeded far when I saw a brass plate in the accustomed place giving the information that it had been built in Wilmington. The builder, I believe, was the Harlan and Hollingsworth Co.

The name of the boat, Riviere du Loupe, was not familiar. It was in honor of one of the towns it served. I suspected that at one time the boat had another name, and that it was changed when it was placed on the St. Lawrence River run.

One seldom sees a "sidewheeler" hereabout nowadays. It is probable most of the old ones have been retired, perhaps junked. One of the last I saw being dismantled was the Major

Reybold, which for many years was a favorite excursion boat on the Delaware River. At the time I last saw the Reybold it was tied up at a Delaware City wharf. It then was out of commission.

There was another type of paddle-wheel boat which took a "flier" on the Delaware River. It was what was known as a "kickout." It was propelled by a large paddle wheel in the rear. The wheel did not dip deep into the water. The boat was of light draft. It was similar to boats made to operate on shallow streams. There may have been other craft of this type on local waters, although I doubt it. I saw only one on the Delaware River. As far as I could learn, it was not on a regular route. It was available for hire. Sometimes it carried Wilmington parties to Marcus Hook when that was the location of an amusement park.

AREA AND POPULATION

Old King's Road

Fragmentary data concerning the Old King's Road, to which reference has been made in former reminiscent articles, as incidental to whatever the main topics of the articles might have been, have inspired a desire to learn more about the ancient highway, which at one time was an important local thoroughfare.

I had known, from printed history as well as from information obtained from persons older than myself, that Adams Street from the Brandywine Creek to Eleventh Street was part of the Old King's Road. That circumstance accounts for the winding course of that part of Adams Street.

I also knew that the old road passed the original New Castle County Almshouse, which faced on what later was Broom Street at about where Third Street now intersects. I remember the old almshouse, and my recollection is that Third Street at that time ended at about Harrison Street. There was considerable space between Harrison Street and the almshouse, and between Front Street (now Lancaster Avenue) and Fourth Street. There were diagonal foot paths across this area, also ditches, but no vehicular roads, nor were there any buildings.

From what I have learned I have found evidence that the Old King's Road not only was useful to Wilmington but also was a connecting link in the road system of the colonial period between Wilmington and Lancaster, Pa.

I have learned from a map in a book printed nearly 100 years ago—that is, in the 1850s—that at the time the map was made the Old King's Road comprised the western boundary and much of the southern boundary of Wilmington. I consider the map reliable authority. When it was drawn the Brandywine Creek was the northern boundary of Wilmington.

What is now the Ninth Ward, that is a small segment of it about Market Street, then was a settlement in Brandywine Hundred, known as "Brandywine Village." That is shown on the map.

What is now South Wilmington does not appear on the map. Evidently then it was not part of Wilmington.

The map indicates that the Christiana (now Christina) River was the southern boundary of about half of the town. The southern boundary of the other half was a road extending in a southerly direction from what is now Lancaster Avenue and Broom Street (then Old King's Road) to a point on the Christina River about a quarter of a mile south of Front Street.

Wilmington was bounded on the east by the Brandywine and Christina Rivers. The corporate limits of the town seem not to have extended quite to the point where these two streams meet. Buttonwood is shown as the last street. It is shown as being about a block from the line of the Philadelphia, Wilmington and Baltimore Railroad, which appears to have been the boundary for the distance between Fifth Street and the line of what is now known as Taylor Street.

Incidentally, at the time the map was made the P., W. & B. (now Pennsylvania) was the only railroad serving Wilmington. That was before the Wilmington and Northern

(now the Reading) and Delaware Western (now part of the Baltimore and Ohio) Railroads were constructed.

According to the map Broom Street did not exist at the time the drawing was made, although Rodney Street at Delaware Avenue is shown. Franklin Street, the last western street on the map south of Tenth Street, is shown as one block from the Old King's Road, which was the boundary of the town at that point. The road faced the old almshouse.

The upper end of the Old King's Road, after following the line of Adams Street from the Brandywine to Eleventh Street, at the latter point veered off in a southwesterly direction to what is now Fifth and Broom Streets. It extended south on what is now Broom Street to Front Street. There it joined a road marked "South" on the map, referred to above as being part of the southern boundary of the town, which terminated at the Christina River bank. Nothing is shown on the map of the Old King's Road outside of Wilmington.

The Old King's Road was the western boundary of Wilmington, then a town of modest proportions, from the Brandywine to Delaware Avenue, also from about Tenth and Adams Streets to Front Street at the intersection of what is now Broom Street.

While the Old King's Road bounded the town on the west and southwest almost entirely there was a minor break in the line. At the intersection with Delaware Avenue the boundary line turned west out the avenue to Rodney Street. The line turned south on Rodney Street the full length of the latter, a distance of two blocks, thence it turned east on what was known as Smallwood Street. The line followed this

street back to the Old King's Road which it intersected at Tenth and Adams Streets. Thence the line continued in a southwesterly direction to what is now Fifth and Broom Streets, and on the line of the present Broom Street to Front Street.

Little of the Old King's Road is in evidence today. There is one section, Adams Street between the Brandywine and Eleventh Street, which is likely to exist indefinitely in its present shape as a reminder of the old colonial thoroughfare. It is the western boundary of Wilmington and Brandywine Cemetery, and also is a residential street. It will continue as a link between the colonial era and the periods of subsequent generations.

Wilmington's Growth in 90 Years

Growth of Wilmington in the middle of the last century is indicated by comparing the map published in the 1850s, recently described in this space, with another map which was published about 1880. The population increased from 13,979 in 1850 to 42,478 in 1880.

The earlier map, to which reference is made, as was explained in the former article, showed Wilmington as bounded chiefly on the north, east and south by the Brandywine and Christina Rivers, and on the west by the Old King's Road.

The older map showed Fifteenth Street as the last northern numbered street. Fifteenth Street was shown as extending from the Wilmington and Brandywine Cemetery to the Brandywine River just east of Poplar Street. What now is Sixteenth Street is designated on the old map as Mill Street.

While Fifteenth Street appears on that map over the whole distance from the cemetery to the Brandywine at Poplar Street it is doubtful that it was opened for use all the way.

The 1880 map shows the northern boundary of the city at that time to have been Twenty-eighth Street.

The older map shows the Old King's Road, the then western city boundary, on a line with Adams Street from the Brandywine to Delaware Avenue, thence to Rodney Street, thence south two blocks, and back to Tenth and Adams Streets, thence southwest to what is now Fifth and Broom Streets.

The 1880 map shows Union Street as the western boundary south of the Brandywine from Beech Street to Delaware Avenue. The upper part of the line was an extension of Union Street to Lovering Avenue. From the latter point the boundary took a rectangular bend to the right. The line crossed the Brandywine at about Du Pont Street, and from that point it was straight, running in a northeasterly direction to Twenty-eighth Street at a point eight short blocks west of Market Street.

This 1880 map showed the Delaware River as the eastern boundary from the line of Twenty-eighth Street extended, on the north, to a point just south of the mouth of the Christina River on the south. The map showed the southwestern boundary as just beyond Ninth Avenue in "Browntown."

Wilmington had two more railroads in 1880 than it had in 1850. These are shown on the 1880 map. The then new railroads were the Wilmington and Northern and Delaware

Western. The former, built in 1869, connected Wilmington with Reading, Pa. It is now part of the Reading Company System.

Since 1886 the Baltimore and Ohio Railroad has been serving Wilmington. It absorbed what formerly was the Delaware Western Railroad, which was built in 1872. Prior to 1869 Wilmington was served by the Philadelphia, Wilmington and Baltimore Railroad, which began to function in the 1830s, as was pointed out in a former article.

While the 1880 map has streets outlined in that part of the city north of the Brandywine (not part of Wilmington in 1850) it is apparent from the appearance of the diagram that that area was sparsely settled. What housing there was was chiefly in "Brandywine Village," just north of Market Street Bridge, and "Pickelstown," just east of Eleventh Street Bridge.

Among other things the 1880 map shows what is designated as "Love Lane," just beyond the city limits. It started at the city boundary near what was called Jessup's Road, and extended north into Brandywine Hundred. Jessup's Road was on the line of what now is North Brandywine Park Drive.

This "Love Lane" may account for the fact that at one time West Nineteenth Street in "Brandywine Village" was known as "Lovers' Lane." It extended from Market Street to a nursery at the western city boundary. Well shaded by rows of trees on both sides, "Lovers' Lane" was a favorite strolling place for young couples summer evenings.

The fact is that what is designated in the 1880 map as "Snuff Mill Lane," and which connected with "Love Lane" at the city boundary intersected the old "Lovers' Lane" near the line of what is now Monroe Street.

"Snuff Mill Lane" started at Elliott (now Concord) Avenue and West Street.

It may be pertinent to note Wilmington's expansion since 1880. The current official map of the city furnishes the information. It shows that while the Delaware River still is the eastern boundary there have been some changes in the city limits.

The northern line is Talley Road and what was formerly Shellpot Park. The city extends as far north as Forty-fourth Street on the west side of Market Street. Thirty-sixth Street is the last numbered street in the city limits east of Market Street. Miller Road is part of the western boundary. The Baltimore and Ohio Railroad also is part of the western boundary north of the Brandywine. Rising Sun Lane is the western boundary from the Brandywine to Pennsylvania Avenue. The line extends across and a little beyond Pennsylvania Avenue, skirting the grounds of the Wilmington Country Club. At Greenhill Avenue it turns south along Greenhill Avenue to Seventh Street. There it turns to the right again and extends along Seventh Street to Du Pont Road, thence south to Lancaster Avenue.

The boundary south of Union Park Gardens is the Baltimore and Ohio Railroad. From that point the line runs through Canby Park to a point between Oak and Beech Streets. From the western boundary of "Browntown" the line follows the railroads to Beech Street, and from that point extends to the Delaware River.

Much of what was vacant land 60 years ago is now built up. This has contributed materially to the increase in population from 13,979 in 1850 to 112,504 in 1940. Since the latter year there has been a still further increase.

According to the current map Wilmington now covers an area of 15.77 square miles. While data is not available to show what the area was in 1850 evidently it was less than four square miles.

PUBLIC SAFETY

When the Mayor Held Court

The creation of the new Common Pleas Court for New Castle County arouses interest in what may be termed the evolution of local jurisprudence in this community. The Common Pleas Court, like its immediate predecessor, which, incidentally, was a youngster, is a countywide tribunal. Nevertheless it should be particularly useful to Wilmington, in view of the fact that the city has a large portion of the county population.

When we started to write this article we were thinking particularly of the crude beginning of our Municipal Court —that is, the city tribunal for the disposition of police criminal cases.

The Court of Common Pleas, as now constituted, has the same function in the county outside of the city as the Municipal Court has within the city limits. This is in addition to its jurisdiction in civil suits, which the Municipal Court does not have.

Prior to 1883, when the Municipal Court was created by an act passed by the Legislature, what later became the function of that court was performed by the mayor. In fact, the only city tribunal Wilmington had at that time was styled the Mayor's Court.

One of the duties of the mayor was to go to the Town Hall every morning, find out whether the police had made

any arrests over night, and if so, hold a session of court. In minor cases, such as most of those coming before the Municipal Court now, the mayor had final jurisdiction. Small fines, where fines were deemed warranted, were the rule. Very often a defendant got off with a reprimand.

In those days, however, things were different from what they are today. Many days and nights went by without the police making an arrest. And so, the mayor didn't have to hold court every day, but he had to be prepared to do so.

The fact that the mayor had to be a judge, at the head of a court, during his term of office, might have suggested the advisability of restricting nominees for the office to the legal profession. But it did not suggest any such thing. We recall that some mayors of Wilmington have been lawyers, but it was not because they would be called upon, after their election, to exercise judicial functions. Generally, the mayor-judges were not lawyers.

The Mayor's Court, very likely, was Wilmington's chief daylight attraction for some time. Persons now living can recall when the mayor held court in a rear room of the old Town Hall. This was the headquarters of the chief of police. Nearby, in the same building, were the cells in which the police locked their prisoners over night. And so, it was an easy matter to arraign the prisoners before the mayor at the appointed time each day that he sat to hear their cases.

The mayor had final jurisdiction with respect to trifling misdemeanors. As to serious breaches of the peace, however, he sat as a committing magistrate, holding the same relation in that respect as do the minor tribunals of the present day.

In the days of the Mayor's Court there were no patrol

wagons in Wilmington. Persons who were placed under arrest had to be walked to police headquarters or hauled in in some private conveyance. Sometimes a policeman would commandeer a wagon to bring his prisoner in. It may be that after street cars began to operate here that means of transportation may have been used, if the car drivers and passengers didn't object.

There were times, however, when the only conveyance handy was a push cart, and many a time a "drunk" who had "passed out" was hauled to the station house in a push cart, with one or more policemen doing the pushing.

Police business in those days, however, was far different from what it is today. The population of Wilmington was less than one-third of what it is now. Wilmington was, in fact, a typical "small city," and, the people being orderly, there was little business for the police or the Mayor's Court.

Early Police Plan

The contrast between police methods followed in Wilmington today and those of 60 years ago is striking. Since the turn of the century many new requirements have developed. Methods have been changed to cope with the new demands. Some of the facilities regarded as necessary today were not dreamed of half a century ago.

It was not until 1891 that Wilmington was provided with a permanent police force, in which the members were presumed to be secure in their jobs as long as they were efficient and were obedient to the law and the regulations set up thereunder.

Prior to 1891 each mayor appointed the entire personnel

of the force, from the chief on down. The tenure was two years, coinciding with that of the mayor. All policemen were presumed to be of the same political persuasion as the mayor. Appointments to the force usually were made as rewards for political service.

It was not uncommon, therefore, when a new mayor went into office, the first day of July in the year of his election, for a complete new police force to begin its duties at the same time. In many instances not a man on the force had had any previous police experience. Many appointees obviously were unfit, but even these usually were continued if they desired to continue, and if they made an effort to do what they were expected to do.

The Police Commission law of 1891 provided that the mayor should be one of the three commissioners. The other two members, after the first two named in the act, one from each of the major political parties, would have been appointed by the resident judge of the Superior Court, had this particular law remained in force, unchanged.

Stansbury J. Willey, being mayor of Wilmington at the time this change went into effect, became the first head of the city police under the commission plan.

This program was short lived. The 1893 Legislature amended the act, taking the mayor out of the commission and naming the following men as commissioners: William M. Pyle, Republican, and Patrick Monaghan and John W. Lawson, Democrats. They were allotted terms of two, four and six years, respectively. It was stipulated that their successors should be appointed by the resident associate judge, with the requirement that no more than two should be of the same political persuasion.

In 1921 the Department of Public Safety was created,

with jurisdiction over the police bureau and the newly-created paid fire department. The members of the commission are appointed by the mayor with the minority party represented.

Harking back to the old regime, the "political" police, and the early days of the metropolitan force, I recall some of the quaint methods and customs and remember many of the members of the department of long ago.

At one time the only contact between the patrolmen on their beats, including those in the outlying districts, and the central station was through the sergeants, who made the rounds at intervals, and to whom the patrolmen reported. After telephones became available this supplied an added means of contact. For some time private 'phones had to be relied upon.

After the city had erected iron police booths at different points about town, reporting was simplified. The booths were connected by telephone with the central station. Later the present system of police reporting boxes was substituted.

I can picture some of the policemen I knew in those early days working with the inadequate facilities at their disposal.

For a long time, after means had been provided for hauling derelicts to the police station, horse-drawn patrol wagons were used. While the horses were fast, and the drivers were skilled, the quick time could not be made on a "long haul" that can be made with the motor patrol cars of today.

But then, in those days most of the men arrested were "ordinary drunks," who were not difficult to detain. So, if there was a long wait for a patrol wagon, that didn't make much difference.

Over the years within my recollection Wilmington policemen have worn many different types of uniform, and have been equipped with various types of paraphernalia. For a long time each policeman, while on duty, carried a locust club, which was part of the standard police equipment. In winter, the clubs were kept in holders attached to belts, which the men wore outside of their coats. In summer the clubs were carried in the hands. If I am not mistaken, the rope guards about the handles of the clubs were of different colors, the color being determined by the rank of the officer.

Wilmington police uniforms as I first remember them were radically different from the modern costume. They resembled, somewhat, the dress uniforms of the members of the Grand Army of the Republic on parade. The sack coats, which were worn, were adorned with shiny buttons, sometimes brass, sometimes nickel.

The early headgear of our policemen comprised caps with straight visors. Later derbies were worn, black in winter and light in summer. Next came helmets. Those worn in winter were dark blue. The summer color was light. After captains had been added to the force they wore caps the year round.

Eventually military regulations were adopted for the men. At one time the coat collars were straight and high about the neck, with shiny buttons at the front. Regulations required the coats to be kept buttoned. In recent years there has been a desire to consult the comfort of the men, while at the same time requiring them to maintain the same neatness as is contemplated in army regulations. The men now are permitted to go without coats in hot weather.

When the Wilmington Police Department first began

to tackle the traffic problem seriously there was some thought of creating a mounted traffic squad for service in the congested down-town area. This idea was not carried out, however.

Wilmington did have several horse policemen at one time, assigned to the outlying districts. They finally gave way to the motorcycle and automobile patrol. The last horseman to do patrol duty was the late Michael Barr, who, when the horse patrol was abandoned, was assigned to headquarters duty.

Independence Day Terrors

Independence Day in Wilmington has a different meaning nowadays from what it had only a few years ago. Current observance of the holiday is shorn of what were characteristic terrors as recent as a decade and a half ago.

As long as promiscuous use of fireworks was permitted many juvenile members of the population, and some adults, amused themselves through the use of such explosives as they could obtain. Some, not content with orthodox methods, invented their own explosive devices or used what they could buy in ways that were not intended by the manufacturers. Some were not satisfied to do their experimenting on open lots or little-used streets. They exploded their fireworks wherever they happened to be—on front porches, on the sidewalks, on heavily-traversed streets, in back and front yards, and sometimes while running hither and yon.

The result was likely to be injury to persons which sometimes resulted fatally or permanently impaired the human anatomy.

In the horse and buggy days—and that was not so long

ago—it was not uncommon for children to hurl lighted firecrackers at horses and into occupied vehicles. Mischievous boys sometimes tossed lighted firecrackers into the open doors and windows of dwellings and other buildings.

But that was not all. Toy pistols were tolerated. This gave an excuse to use loaded revolvers as noise makers. And there was much carelessness in the handling of rockets, Roman candles, pinwheels, and the like.

One of the attendant nightmares of Independence Day was the prevalence of fires, resulting chiefly from the reckless use of pyrotechnics. That made the day an arduous one for the firemen.

When Wilmington had a volunteer fire department the companies made special preparation for Fourth of July. The stations were well manned and sometimes were kept busy all of the 24 hours.

Before the companies were districted all responded to each alarm. In the later years of the volunteers the plan was changed. Each company responded to calls only in its district except when its services were needed elsewhere.

The old plan of celebrating the Fourth of July was distasteful to most of the people. Yet, there was hesitancy about interfering with the pleasure of the children, with whom fireworks and noise were synonymous with liberty and independence.

And so the din and terror were tolerated to the breaking point. In the later years of this era the celebrators were not content with a one-day escapade. They started two or three days before Fourth of July.

Things finally reached a point where something had to be done. And so, City Council in July, 1928, passed an ordinance prohibiting thereafter the sale and use of fireworks in the city except by persons obtaining permits from the Department of Public Safety. This contemplated authorization of pyrotechnic displays only by competent persons guaranteeing proper safeguards.

That helped matters, but it was not a complete solution of the problem. The sale of fireworks just beyond the city limits, which continued, produced a supply some of which was used in the city.

Now there is a state law which may prove a more effective remedy. It was passed by the 1941 Legislature. It prohibits the manufacture, or possession of explosives except by persons, firms or corporations licensed by the proper authorities. This does not apply to the military or state or federal agents authorized to handle explosives.

Long before the city ordinance was enacted there was an annual campaign for "a safe and sane Fourth." In later years there was a formal community program, which included a properly handled fireworks display in the evening, generally on Washington Heights.

This usually was managed by a citizens' committee. It was chosen well in advance of Independence Day. Through the efforts of the committee the public provided the money required to take care of the expense. I recall that the late Samuel H. Baynard was a leader in this movement several years.

The 'Bee Hive' Fire

In the later period of Wilmington's volunteer fire department, which went out of existence in 1921, and since then, when history had become clouded, there have been frequent discussions by persons interested in history, particularly in regard to destructive fires of the past, concerning what the old firemen termed the "great Bee Hive fire."

The question often was asked as to when that fire occurred, what the "Bee Hive" was, where it was situated, the extent of the damage and the distinctive features of that particular blaze.

Fighting and subduing that fire was regarded as one of the really big tasks of the volunteers in the last century. It was so important that the echo has been heard down through the years, even to the present time.

The "Bee Hive" fire occurred the night of Jan. 1, 1877.

The principal building involved, and which was generally referred to as the "Bee Hive," was a three-story brick structure on the west side of Orange Street between Fifth and Sixth Streets. It was owned by William Bright and was occupied by several industrial establishments manufacturing a variety of articles. Ten firms and individuals tenanted the building.

The tenants were machinists, cabinet makers, wood turners, carpenters, wheel manufacturers and other types of artisans. Each had a separate shop in the building.

Among the firms and individuals sustaining losses by the fire were J. G. Hirzel, Stephen Downey, Smith & Breen, George Hardcastle, Paris Mitchell, William Forbes & Bro.

John Gheen, Emmor Taylor, and Donohoe & Robinson. Their losses ranged from several hundred to several thousand dollars. Mr. Bright, owner of the building, estimated his loss at $20,000.

Several nearby buildings were damaged, some pretty badly.

Every Evening, Jan. 2, 1877, the day following the fire, printed an exhaustive account of it. The report contained much information, including data which supports the following account of the blaze:

The fire started at about 6 o'clock in the evening. A severe snow storm was raging and the weather was intensely cold. As there was much inflammable material in the path of the blaze the flames spread rapidly. By the time the firemen could get into action the fire had assumed alarming proportions. Being only two blocks from the City Hall and the then fine new Clayton House (hotel), the whole city was aroused.

The firemen were confronted by irritating difficulties, in addition to those caused by the storm.

Although the old-time hand pumpers had been replaced by horse-drawn steam fire engines most of the hose parts were drawn by hand. They were pulled to and from the fire ground by men and boys with ropes.

When the engines and hose arrived at the scene of the fire frozen fire hydrants were encountered. These were at Sixth and Seventh and Shipley Streets, Fifth and Orange, Fifth and Tatnall and Fifth and West Streets.

This kept some of the engines moving about from one

plug to another until one could be found that yielded water. This was the experience of several fire companies.

Notwithstanding the delay and other handicaps under which the firemen worked they got the blaze under control about 9 o'clock, although the ruins were still burning the next morning.

Every Evening's report gave high praise to the firemen. It said "the unparalleled efforts of the fire department saved the surrounding buildings and part of the entire square from destruction."

What caused the fire was not immediately determined. I never heard that the question ever was settled definitely.

Families living on Fifth, Tatnall and Orange Streets were panic stricken. Most of them moved their household effects out into the snow or to the homes of sympathetic families living far enough from the fire to be safe.

Dwellings on Orange Street opposite the fire had a close call. The front woodwork, including doors and window frames, was charred. The roofs were saved by the snow which extinguished the fire in the burning embers as they fell.

When the firemen started for their quarters after their night's harrowing task they found it difficult to get back. The streets were choked with snow and ice. Broken furniture and debris also blocked the way. Much of the hose had to be dug out of the snow and ice.

Every Evening reported that "several ladies fainted on the street and a number of persons were knocked down in the crowds or fell on the slippery pavements."

MEMORIALS

Monuments

Sometimes one may wonder whether Wilmington isn't deficient in the matter of perpetual reminders of outstanding events in history, and in recognition of the service given the city and state by persons who have figured in important episodes. And yet, when a study is made of the subject it is found that there are monuments about the city, erected for this purpose, a considerable number, in fact.

There are memorials to two martyred Presidents of the United States, James A. Garfield and William McKinley. Similar recognition is given to the memory of Rear Admiral Samuel Francis du Pont; to Caesar Rodney, noted Delaware patriot of Revolutionary fame, and to Thomas F. Bayard, the first American Ambassador to the Court of St. James (Great Britain). Monuments have been erected to the memory of other persons whose great deeds endeared them to their fellow citizens.

Most of the memorial shafts are in the parks. There they can have the proper settings, which cannot always be found elsewhere. We have in mind a case illustrative of the latter difficulty. Something like 40 years ago a statue of President James A. Garfield was erected on the triangle at Delaware Avenue, Washington and Eleventh Streets.

The dedication was a notable event. It took place on Memorial Day, 1895. The weather was very hot. There was a dense crowd of spectators. Because of the heat and

the throng of humanity many women were overcome and required medical attention.

This circumstance, however, is beside the point. After the statue had stood at that location several years there arose in the community a feeling of dissatisfaction, because, no matter which way the statue faced, the back was sure to be to one of the three streets surrounding the triangle. A few years ago the statue was moved. In its present location, at Twenty-third and Jefferson Streets, the former difficulty, as to position, seems to have been overcome. Incidentally, the present site was formerly occupied by a Water Department tower, which was not needed after the Porter Reservoir was placed in service.

One of the most imposing statues in the parks is the memorial to the late Ambassador Bayard. It stands on the Park Drive at Rockford, and is an elaborate affair. The project was financed by a fund raised by public subscription. The movement was sponsored by the late Samuel Bancroft, Jr. Mr. Bancroft was ably assisted in the undertaking by the late John S. Rossell and a group of other patriotic citizens.

Mr. Bayard was one of Delaware's greatest statesmen. In addition to having been the first American Ambassador to Great Britain, he represented the State in the United States Senate, and was Secretary of State of the United States under President Grover Cleveland. He served his state and country in many other ways, also, and was an able representative of Delaware in the councils of the nation.

The monument to Admiral S. F. du Pont, which is on the Park Drive at the Tower Road entrance to Rockford

Park, originally graced du Pont Circle in the city of Washington. It was dedicated in the capital city December 20, 1884. The late Mr. Bayard, then United States Senator from Delaware, made the dedication address. He paid high tribute to his fellow-Delawarean, who had gained distinction as a naval officer in the Mexican and Civil Wars. He had a long and distinguished career in the service of his country.

Admiral du Pont was born at Bergen Point, N. J., in 1803, but lived in the Brandywine Valley, near Wilmington, from the time he was six years of age. He was a son of Victor Marie du Pont de Nemours, who was born in Paris, but who spent most of his life as a resident of Delaware. Admiral du Pont was a grandson of Pierre Samuel du Pont de Nemours. He died in 1865, following the close of the Civil War.

The du Pont statue was brought from Washington to Wilmington at the instance of the late Willard Saulsbury, who at the time was a United States Senator from Delaware.

The equestrian statue of Caesar Rodney, which has for its background Rodney Square, occupies a striking position. Being in the heart of the city, it is seen by thousands of visitors every year, as well as by our own people. The cost of the monument was financed through public subscription. The movement was led by the late General James H. Wilson, a distinguished Union officer of the Civil War, who passed his years of retirement as a citizen of Wilmington, and he was a very worthy citizen at that.

The most conspicuous of all of the monuments in Wilmington is that in the triangle bounded by Delaware Avenue, Broom and Fourteenth Streets. (Now that part of the original Fourteenth Street bears the name of Delaware Avenue.)

It was erected following the Civil War as a tribute to the Delaware soldiers and sailors who fought in the Civil War. For many years it was cared for by the group that sponsored it. The late Eli Crozier, who lived on Lombard Street near Fifth, for many years collected money each year so that the monument could be appropriately decorated each Memorial Day and Fourth of July, and also so that the grass about it could be kept in good condition. For some years the triangle was skirted by a picket fence, which one year was painted red, white and blue.

The monument on Washington Heights, near Eighteenth and Jefferson Streets, was given to the city by the late William H. Todd of Brooklyn, N. Y., formerly of Wilmington. It is a memorial to Mr. Todd's parents and the Delawareans who made the supreme sacrifice in the World War.

The memorial to the late President William McKinley is in the form of a tablet, which is situated at the junction of Park Drive and Van Buren Street. It was paid for by funds raised through public subscription. The prime mover in that project, I believe, was Samuel H. Baynard, who was president of the Board of Park Commissioners several years.

The granite shaft marking the landing place of the Swedish pioneers is on the west bank of the Christina river just north of Fourth Street.

The Josephine monument and fountain, which occupies a commanding position in Brandywine Park near Van Buren Street Bridge, was presented to the Park Commission by Gen. J. Ernest Smith in memory of Mrs. Smith. Gen. Smith has contributed otherwise to the improvement of the parks, in which Mrs. Smith manifested deep interest also.

The spacious granite seat on the west side of the Park

Drive, near Rockford Tower, is a memorial to the late William M. Canby, who was the first president of the Board of Park Commissioners. It faces what is known as Canby Vista, an open space in the trees, through which can be seen the Brandywine, Rising Sun Village, the Du Pont Experimental Station and the Du Pont Country Club, and, when conditions are favorable, a magnificent sunset scene.

Bancroft Parkway

When, on July 12, 1932, the Board of Directors of the Street and Sewer Department adopted a resolution giving Bancroft Parkway that name, posthumous tribute was officially paid by the city to one of Wilmington's most generous benefactors.

The resolution, very properly, declares that "there is a strong sentiment among the citizens of this city to do honor to the memory of the late William P. Bancroft, a public spirited citizen of Wilmington, who gave generously of his time, ability, means, and land in the city's interest, and for the public welfare."

Bancroft Parkway, now complete with the exception of a bridge over the Baltimore and Ohio Railroad tracks at Ninth Street, stands as a useful monument to the man who planned it. It extends across the western section of the city from Delaware Avenue, where there is connection with Brandywine and Rockford Parks, to Canby Park, at the southwest city boundary.

Bancroft Parkway is a concrete example of what vision, foresight and patience can accomplish over a period of time. Mr. Bancroft's interest in and generosity toward Wilmington's park system resulted in his arranging through the

Woodlawn Trustees some of the projects which he had contemplated could be carried out, realizing that he might not live to see some of them completed. The parkway was one of these projects. With no thought of personal gain, or of its being a monument to himself, he arranged for this parkway to be built and donated to the city as part of its park system.

It was planned to follow what was Bayard Avenue from Delaware Avenue south to Ninth Street, to cross the Baltimore and Ohio Railroad cut between Ninth and Eighth Streets; there connecting with Grant Avenue, and follow Grant Avenue from there south to the southern city line. These streets were to be widened from 60 feet between property lines to 160 feet, providing for two roadways with planted park spaces between them.

At the time the project was planned the only part of these streets which had been graded or opened was that part of Grant Avenue between Fourth and Seventh Streets, through the Woodlawn district, which was made up of modest homes. Here Grant Avenue had been established at the 160-foot width, with a roadway on each side, but at the time there was no thought of extending it either way at that width.

To anyone easily discouraged the project would have presented what appeared to be serious obstacles. In the direct line of the new boulevard was a stone quarry just south of Seventeenth Street. Where the north side of Fourteenth Street is now was a deep gully extending from the old Rockford Road nearly to Union Street. Between Fourteenth Street and Pennsylvania Avenue a cut of eight feet was necessary in some places. South of Pennsylvania Avenue was another deep gully and a rubbish dump, while south of Elev-

enth Street a large brick house stood on what would be the bed of the parkway.

Between Seventh and Ninth Streets were numerous small properties, owned by different people, with some of whom it was not easy to negotiate. There were 15 houses between Second and Ninth Streets that were purchased and torn down. The large house south of Eleventh Street was moved bodily to a new location.

The most serious problems were two cemeteries occupying most of the land required between Lancaster Avenue and Third Street, which had been used for many years as burial grounds for Negroes. In the purchase of these burial grounds agreements were made with the owners for the removal to two new cemeteries of the contents of the graves and also the marking stones.

The southerly one of the two cemeteries was purchased in 1914 from the Union Church of African Members. Disinterment and reburial in another location were made soon thereafter. The northerly one was purchased in 1918 from the Mt. Zion Cemetery Association. Soon after this purchase, which was about the time of the end of the World War, and before much had been done toward removing the contents of the graves, wages had increased to such an extent that it was realized by all concerned that the colored organization interested could not go through with the work on the terms agreed upon. This resulted in substantial contributions by Mr. Bancroft, in addition to the purchase price, to assist in getting the work done.

What was known as the Davis land, south of Lancaster Avenue, had been used as a baseball field and circus ground. It had been conveyed to the Woodlawn organization in 1916,

and when the Federal Government wanted it in 1918 for a housing development for World War workers it was sold with the understanding that in making plans for the street layout provision would be made for extending the parkway through the tract. The cost of this section of that thoroughfare, therefore, was borne by the developers of Union Park Gardens. The parkway adds much to the artistic appearance of the Gardens.

The only cost to the city for what is now a beautiful and useful park-like boulevard was its share of the cost of the street paving, which was one-third of the paving bill.

AMUSEMENTS

Early Stage Stars Visited Wilmington

Wilmington old timers can look back 40 and 50 years ago and recall the happy privilege they had of seeing and hearing the great actors and actresses of the period at the Grand Opera House, particularly when that was Wilmington's only legitimate theater. In the early part of that period there were no movies. After the movies did appear it was a long time before they offered a challenge to the popularity of the stage. In fact, in the early days the Opera House offered the only amusement.

Consequently, nearly everybody in town attended the performances, many fairly regularly. A close community of interest developed between the management and the public. The managers, as one succeeded another, knew most of the patrons by their first names. Among the popular managers of the Opera House during that period were the late Jesse K. Baylis, William R. Williamson, and F. T. Proctor.

Mr. Baylis served in that capacity many years. During much of his administration the late Edward A. Robinson had charge of the ushers. Among the special officers stationed in the gallery at each performance was former Policeman Andrew Bernhardt, who was one of the officers who captured the Delaware bank robbers in 1873.

Policemen were required in the gallery to keep within bounds the boys of the town, who, when attending the theater, expressed their approval, or disapproval, of the actors

and their work with more emphasis than seemed necessary.

These boys, generally referred to as "gallery gods," were not a "hard" lot, however. They could appreciate good acting, and they had a sense of humor. They loved music so much that they could—and did—whistle every air that came from the stage. They whistled in concert with the singers and the music of the orchestra. Sometimes they broke out singing.

Now, for a review of some of the delights of the Opera House stage in the days of yesteryear.

Among the classics, which were eagerly looked forward to, after each preliminary announcement, was the appearance of Joseph Jefferson, one of the outstanding actors of his day. He is best remembered by the older Wilmingtonians, perhaps, in "The Cricket on the Hearth" and "Lend Me Five Shillings." Mr. Jefferson's performances were always attended by society, which occupied the boxes and much of the orchestra circle. After each show society folks usually called upon the distinguished actor at the theater, or had him as a late dinner guest.

Richard Carle was a scream in "Princess Bonnie."

Gus Williams was a welcome visitor. He was a comedian who had good command of such dialect as would best fit into his offerings. Perhaps his best work was done in "Captain Mishler," in which he portrayed a jolly New York policeman. The writer has not forgotten his song "When I'm on Duty." It was a lilting melange which brought a whistling echo from the gallery.

The Hoyt comedies were popular. They included "A

Rag Baby" and "A Bunch of Keys," in which Flora Moore, a clever comedienne, seemed to be very much at home.

The comedy team of Robson and Crane were very funny in "Forbidden Fruit."

Among the outstanding fun makers was Richard Golden in "Jed Prouty."

Those who doted on the romance of the "Golden West," which had a charm in those days, found much to interest them in Annie Pixley's thrilling work in "The Child of the Sierras." She was a charming, gifted actress, who appeared to fit the traditions of the then only partly settled West.

Another western play which was well received was "Nobody's Claim," which proved an excellent vehicle for the talents of Sadie Hasson and Joseph J. Dowling.

Henry T. Chanfrau was starred in another frontier production, "Kit the Arkansaw Traveler."

I well remember the furore attending the performances of "The Black Crook." The reason for it was that most of the performers were shapely girls in tights. This was a bold venture for the period—in Wilmington. "The Black Crook" was what the community considered a risque show. The performances were attended almost exclusively by men who were prepared with an alibi for home consumption.

There was a burlesque offering given by the Rentz-Santley Co., which proved a drawing card.

Among the minstrel troupes which always received a hearty welcome were the following: Thatcher, Primrose, and West; Barlow and Wilson; Haverly's; Thatcher and Johnson, and Lew Dockstader and his company. The Al G.

Field troupe, which appeared upon the scene later, was quite as popular.

Among the opera stars to delight Wilmington theatergoers in the 70s and 80s was Catherine Lewis, who was featured in "Madame Boniface." Another was Jeannie Winston, who seemed to be at her best in "Fra Diavolo."

Corse Peyton was one of the most popular of the regular visitors to the Opera House. His engagement always lasted a week, and he always was sure of capacity business. This was a 10, 20, and 30-cent offering. Most other attractions charged from 50 cents to $2. Peyton was featured in a repertory of sentimental and thrilling melodramas, just the kind that appealed to his audiences, which were composed largely of persons who seldom attended the high-priced shows. There was a matinee every day. Peyton was a veritable "matinee idol." He was deluged with fan mail each time he came here.

Another popuar attraction which had a mass appeal was Bennett and Moulton's Comic Opera Co. Milton Aborn headed his opera company, which played at popular prices.

George O'Neill, in "The Count of Monte Cristo," was a welcome visitor. So was Frank Daniels, whose "Wizard of Oz" enabled him to use his comedy talent to the limit.

Other favorites of the footlights who are remembered by the patrons of the Opera House 30, 40, and 50 years ago include Chauncey Olcott, Mary Anderson, Maggie Mitchell, James K. Hackett, E. H. Sothern, Adelina Patti, Mary Mannering, Ethel Barrymore, John Drew, Maude Adams, Henry Irving, Fanny Rice, Johnstone Bennett, Dan McCarthy, Camille D'Arville, Kellar the magician, Willie Collier, and Milton and Dollie Nobles.

Animal acts were sometimes sandwiched in between the appearances of some of the great men and women of the stage. Because of their novelty, they were generally fairly good drawing cards. Their patrons, however, in the main were different from those who flocked to grand opera and the interpreters of Shakespeare. One of the earliest of these animal acts, within my memory, was styled "Prof." George Bartholomew's Equine Paradox. The principal "actors" were two sagacious horses, which the program designated as being "educated." On several occasions the Opera House stage was converted into a large cage in which lions, panthers, tigers and other animals from the wilds of the tropics went through their paces.

When James J. Corbett was king of the prize ring he appeared here in "Gentleman Jack," which was featured by scientific boxing and bag punching.

During that early period Wilmington was a regular stop for practically all of the shows that went on the road. They found it profitable, and also found here intelligent and highly discriminating audiences, whose attitude often enabled the actors to get a line on the merit of their offerings.

Introduction of the 'Movies'

My reminiscences of William L. Dockstader and his Garrick Theater, which appeared recently on this page, developed recollections of early moving picture showings in Wilmington. Each bill at the Garrick usually was featured by a motion picture. Generally it concluded the program, but not always.

Moving pictures in Wilmington, as well as elsewhere, had their start before that. Yet, during the lifetime of

vaudeville at the Garrick they had not passed the silent stage. Short screen productions were the rule. There was, however, a novelty as well as other fascinating attributes, which made those pictures popular.

My first real interest in screen productions manifested itself when what I recall what I believe were the Howe pictures were shown periodically at the Grand Opera House. At each showing the pictures comprised a whole evening's entertainment. It was two or three hours of enjoyment for me, as well as many other persons. The attendance usually was large.

These pictures actually were photographs of buildings, mountains, rivers, cities, towns, gardens, notable trees, and other interesting scenes, each with an animated aspect, showing people and animals moving about, atmospheric vagaries and other phases of actual life.

The pictures were educational and pleasing to the eye. They imparted much information concerning art and skill as figuring in man-made structures. Some of the triumphs of nature were shown to advantage, thereby being made available, in picture form, to persons who never could see the real things which the camera had brought to them.

If I remember correctly, one set of these pictures, and probably other sets, gave interesting views of New York City from elevated railroad trains. The camera had been in operation on trains in motion, presumably from the rear platforms of the last cars of the trains.

At that time there were elevated lines up and down Manhattan Island on Third, Sixth, and Ninth Avenues, and, I believe, also on Second Avenue. Some of these lines have disappeared, subways having been substituted.

At the time movies were made on these trains there were not as many large buildings in New York as there are today. Views could be had over large expanses of the city, much more extensive than would be possible now. These views gave the observer a feeling of riding on the "L" and seeing what was to be seen therefrom.

There were, however, other types of "movies" even in that early period, and other means of showing them. In the days of the "silent" screen Wilmington had several modest picture theaters. As a rule they were remodeled store or other business buildings.

Among the earlier ones I remember the Savoy, which was where it is now, on Market Street opposite the Old Town Hall; the Bijou, on the east side of Market Street, north of Fourth; the Lyric, on the east side of Market Street south of Third; the Majestic, on the west side of Market Street north of Seventh; the Pickwick, on the east side of Market Street north of Fifth; the Victoria, on the east side of Market Street south of Ninth; the Star, on the west side of Market Street midway between Front and Second Streets, and the Red Moon, on the west side of Market Street south of Fifth.

Reference to the Red Moon Theater reminds me of N. Dushane Cloward who was the manager of the Red Moon. He often sang during the showing of pictures. He had a deep baritone voice, was an excellent singer, and had been a member of The Bostonians, a famed opera company, for awhile.

At that time it was customary to have topical singing between the picture showings, I believe, in all of the "movie" houses. A good singer was engaged at each for the purpose.

Sometimes the words of a song, or at least the chorus, were flashed on the screen. The assembly present was invited to join in the chorus, which it usually did with vigor.

A piano and player usually sufficed to provide music for the silent pictures. There was a series of popular airs which appeared to harmonize with the implied tempo of most of the pictures. They broke the silence in a way that seemed to impart life to the portrayed action.

In the earliest stages of the silent pictures there often was trouble with the projection apparatus. The result was a flickering and dancing about of what was being shown on the screen. This was excusable when the industry was in its infancy. It was regarded as a necessary evil and was tolerated without much complaint.

There was keen rivalry among these early theaters. In order to attract the attention of passersby some kept phonographs playing at the front entrances. This did not prove popular, however, and eventually the practice was discontinued.

Amateur Dramatics

The success which is attending the commendable efforts of the Wilmington Drama League seems to echo the enthusiastic interest manifested in a similar undertaking which was started in Wilmington nearly 50 years ago, and which flourished for some time.

I refer to the Wilmington Dramatic Club and its activities. It was in the latter part of 1889 that a movement was inaugurated looking toward the creation of an organization which would sponsor plays for drawing room amusement. An invitation to participate in the movement was accepted

by 80 persons, each of whom agreed to pay $1 a year dues.

The first play was given in Eden Hall late in November of that year. In fact, two plays were given that first night. They were entitled "I've Written to Brown" and "The Ladies' Battle." A temporary stage had been built. Members of the club loaned furniture and other things needed to complete the stage setting. An appropriate scene had been painted.

The first performance created such a favorable impression that it seemed to leave no doubt that the dramatic club was to be a permanent fixture. The success of the first show had the effect of attracting new members to the club. The idea was popular. The innovation was the talk of the town.

Early in 1890 there were two performances. Both took place in Eden Hall, but the interest had become so great that the club realized that Eden Hall was not large enough, if the undertaking was to be carried on in a way that would satisfy the appetite of the public.

And so the scene shifted to the Grand Opera House, where our amateurs shared honors with professional stage folk. Not that they appeared together. They did not. All of the dramatic club's performances were given by local amateurs, persons who were members of the club, and who enjoyed the fun.

It is a fact, however, that these amateur performances seemed to attract as much attention, and as much patronage, as did the big shows given by professional actors. They were booked in the same manner as the traveling shows.

The Wilmington Dramatic Club began to shed its swaddling clothes before it left Eden Hall. By the time it was ready for the Opera House stage it was in a position to pro-

vide a special setting for each attraction. It was no longer necessary to borrow furniture from the members or from anyone else. Settings were rented for each performance. There was always enough money to make each setting appropriate to the action of the play.

By 1893 the club was so sure of itself that it began to step out. It engaged the services of a professional coach for some of its plays, several of which were ambitious ventures. In one there was a cast of 29 players. It was a triumph for that many amateur performers to be able to work together and do a creditable job in a dramatic entertainment. But that is just what was done.

Wilmington has seen other amateur dramatic ventures. Generally, however, they were intended to be only temporary. Few have survived. The writer had the pleasure on several occasions, some years ago, of attending dramatic entertainments in the New Century Club. The players sometimes were prominent men and women, who just enjoyed the fun of the thing. In each instance, however, the participants seemed to take their job seriously, even though comedy was the keynote of their effusions. Some of the participants in these plays are prominent today in the professional and business life of our community.

When the Odd Fellows Hall was at the northwest corner of Third and King Streets it had quite a roomy auditorium, for that time. It was equipped with a stage and facilities for actors. Some dramatic performances were given there.

The Institute Building, at the northwest corner of Eighth and Market Streets, also was used. This building, which then was the home of the Public Library, had an auditorium which could seat a considerable number of persons.

It also had a stage, and, being convenient to persons in the business district, was much in demand.

Amateur dramatics have not confined themselves to public halls. Some of the churches have dramatic organizations, which give creditable entertainments. Dramatics are given in the schools also. It is well that this sort of diversion is encouraged. It not only is interesting, but it helps the participants to gain confidence in themselves.

May the good work go on.

Shellpot and Brandywine Springs

It was not so long ago that each year at about this season thoughts began to be turned from indoor diversions of winter to the popular outdoor pleasures of summer. There came announcements of preparations being made for entertaining the people of Wilmington at the two principal local picnic parks served by the electric railway companies.

I have reference to Shellpot and Brandyine Springs Parks. These were rival magnets for pleasure seekers in summer not only in Wilmington but also for other cities within easy reach of Wilmington. Philadelphians and residents of Chester and other cities patronized these parks liberally.

Visitors from nearby places generally came by trolley. Philadelphia parties and those from that vicinity used the railroads, steamboats and trolleys. Many large excursions from other cities came to the Wilmington parks. Some bound for Brandywine Springs made the entire trip by train. There was a Baltimore and Ohio Railroad station at the park.

Other excursions from a distance came to Wilmington by train or boat, proceeding from the wharf or railroad station to the park by trolley. They found the ride in the open

cars a delightful part of the trip. It gave strangers an opportunity to see something along the railway lines.

There was considerable rivalry between Shellpot and Brandywine Springs Parks. Each had a pretentious start. Yet, each year there was an effort to outdo the year before in the matter of extent and variety of entertainment facilities.

And so, in the spring of each year, sometimes late in the winter, there were announcements of new attractions which were being planned for each park for the then coming season. This whetted the appetite of the public, which could hardly wait for the formal opening, which usually took place on Memorial Day.

A large sum of money was invested in the equipment at each park. Besides the necessary buildings and other requisite facilities, there were expensive amusement devices. The original investment in each of the major attractions was large. That, however, was not the whole story. Much money was required to meet the operating expenses and keep the equipment in good condition.

And then there were stage attractions to be provided. These included light operas, dramas, comedy, vaudeville, feats of skill and other forms of entertainment in which there were men and women performers. The payroll sometimes was large.

There also were mechanical devices which had to be kept in operation each day until the parks closed at night. The cost of operating the parks was considerable.

In the heydey of each of these picnic grounds, however, the patronage was large and the visitors were liberal in their expenditures.

Weather was a factor having to do with the financial end of the business. In fine weather the patronage was good. At other times it was not. I recall one summer which was almost continuously rainy. That seriously affected the attendance and revenue.

At that time there were few other diversions that appealed to the rank and file of the people. The automobile had not become a popular means of travel. When these parks were new the motor car had not come into the picture. After the automobile "arrived" it was regarded for a long time as a luxury which only wealthy people could afford.

The popular diversion of the day, the early electric railway era, was a ride on an open trolley car to one of the parks, then a few hours enjoying the amusements, and then back home by trolley. Both parks were regarded by Wilmingtonians as being "out in the country."

This was the picture each spring and summer until the motor car came into general use and lured the people away from the railway parks. This change in the people's habits was the beginning of the present popular diversion of seeing America by automobile.

'Show Days' of Yesteryear

When the circus comes to town a variety of pertinent thoughts of the past develop an interesting mental picture of kaleidoscopic character. This composite picture includes odd incidents, struggles, worries, disappointments, and some interesting "show" people. It also is a picture of success and remarkable development from a modest beginning.

Wilmington, like other cities and towns, gets excited

about the circus. "Show day" appears to be different from all other days. There is an old saying that "everybody wants to see the circus." This may not be entirely correct. Yet there has been ample evidence that a very large portion of the population is interested. Crowds attending the performances, and other crowds milling about the show grounds attest this fact.

This reminds me of those years when the circus gave a parade each "show day" morning. The fact is that sometimes, even though the parade was scheduled for morning, it did not take place until after noon. There have been times when, because of untoward circumstances, there were no parades at all.

Whether or not there was a parade, if one was scheduled, Market Street, over which it was expected to—and usually did—move, was crowded with people from all parts of town. These anxious prospective spectators, mostly women and children, began to arrive in the downtown district early, some by 9 o'clock. They were lucky if their wait for the spectacle they hoped to see was less than three or four hours.

Lunch at home at noon sometimes had to be forgotten. The standees were tired from their long vigil. Yet, they evidently did not mind their personal discomfort. Each had lots of company. Many of the women accompanied by children were kept busy buying balloons and other circus day trinkets hawked on the streets, or trying to divert the attention of the children from the hawkers. Thus the crowd was occupied during its wait for the procession, which sometimes didn't arrive, having been canceled at the last minute.

The parade usually was made up of gaily caparisoned horses with men and women riders, wild animal cages on

wheels, elephants and a variety of other attractive features. At the end of the procession was the calliope, a mobile organ with steam whistles of different tones instead of pipes and reeds.

I have been told that many years ago when a circus parade went into "Brandywine Village" an elephant, perhaps the only one in the procession, refused to go through the covered bridge at Market Street. I knew the old bridge well but did not have personal knowledge of the elephant incident.

I have known some interesting people connected with the circus. The late Dexter Fellows, who for a long time was chief press representative of the Barnum-Bailey-Ringling show and some of its predecessors, was one I had known many years. Besides being a good showman and talented otherwise, he had a remarkable memory. In his work, year after year he visited the newspaper offices in the cities in which the circus appeared. The itinerary was almost the same each year. Mr. Fellows formed the acquaintance of men in the offices he visited, many of whom were "permanent fixtures." He didn't forget any of them, once he became acquainted. He told me once that if he should accidentally meet any of these friends in a Broadway crowd he could pick them out immediately, call their names and the names of the papers with which they were connected.

On one of Mr. Fellows' visits to Wilmington he inquired of me about historic places in and near the city. Old Swedes Church so impressed him that he planned to see it on his next visit and take pictures. He did so. He brought Mrs. Fellows with him, and together they visited the old church. The day was rainy, however. He told me afterward that because of the inclement weather he was somewhat disappointed.

Roland Butler, present head of the circus press staff, is

a worthy successor to Mr. Fellows. He makes and keeps friends all over the country in the same way as his predecessor. This friendship is reciprocated. It is a pleasure when Mr. Butler visits a newspaper office to get him to give some of the sidelights of circus life.

Circuses have had some disappointing visits to Wilmington, as doubtless has been the case in many other cities. I recall one occasion when there was no performance because of inability to set the stage in time. There have been times also when the show was stuck in the mud, and when elephants were called upon to move the wagons and trucks. Generally, however, things have worked out satisfactorily—for the show and for its patrons.

Music Clubs of Long Ago

As far back as I can remember Wilmington has shown commendable interest in music. My earliest recollection in that connection centers about instrumental music organizations—bands—perhaps because they were the most conspicuous. There was, however, equal interest in vocal music. This interest and encouragement on the part of the public generally developed considerable local talent.

I have very vivid recollection of two organizations, in particular, in which the community manifested pardonable pride. These were the Tuesday Club and the Ferd Fulmer Male Chorus.

The Tuesday Club comprised a large group of men and women singers. It was organized a little more than 50 years

ago. It carried on until well into the '90s, and gained great popularity. One of the prime movers, I believe, was Charles Howell, who was organist of Grace M. E. Church. He was the first musical director of the club. John Craig, a local organist of note, was accompanist.

Eventually, Mr. Howell left Wilmington. Subsequent directors included D. H. Morrison and William W. Gilchrist, both of Philadelphia. Among the soloists was Mrs. William F. Smalley, Jr., a talented Wilmington singer. N. Dushane Cloward, an equally capable local singer, was another.

Early in the '90s Mr. Craig resigned as accompanist. He was succeeded by T. Leslie Carpenter.

The club produced elaborate oratorios, such, for example, as "The Creation," "Elijah," "The Messiah," "The Crusaders," and "Fair Ellen." Samuel H. Baynard, one of the patrons of the club, provided rehearsal quarters in his store building, at Fifth and Market Streets. It was there, also, that the club gave its first few concerts. Attendance at these was restricted to the members and enrolled patrons of the club. Later, the organization branched out in a more ambitious way, singing in the public halls, including the New Century Club, and, I believe, in some of the churches.

The extent of the public interest in the club, and the high regard in which it was held, may be judged by the fact that Joseph Swift at one time was its president. Other officers and directors included Edward G. Bradford, Charles M. Curtis, Howard Pyle, Samuel Bancroft, Jr., Otho Nowland, and other citizens of equal prominence.

Among the singing members of the club were Horace B. Harrison, C. F. Wollaston, Henry A. Weil, A. K. Taylor, Evan Gallagher, J. Danforth Bush, A. J. Butler, John A. Butler, H. R. Triggs, J. Morton Poole, Robert H. Hughes, and J.

Newman Davis. There were other talented men and women also.

The club sustained a shock in 1891, upon the death of Ferd Fulmer, one of its members and one of the musical leaders of the community. However, the club carried on for some time after that.

Soon after Mr. Fulmer's death another singing organization was formed. It was restricted to men. It was named Ferd Fulmer Male Chorus in honor of Mr. Fulmer. Among the promoters and guiding spirits were William J. Fisher, Elmer E. Benson, Jacob T. Clymer, Will M. S. Brown, and Charles M. Banks.

The club started with a membership of about 30. At first it rehearsed in the J. Miller Thomas Building (as it was then known), on the east side of Market Street above Sixth. It didn't stay there long. Larger quarters were required. And so, the organization moved across Market Street to the Crosby & Hill Building.

The club gave its first concert in 1892 in the Grand Opera House. Like the Tuesday Club, it gained and held the interest and friendship of the public.

When these musical clubs were in their heyday there was not as much diversion in the shape of entertainment as there is today. In the early years the movies had not come upon the scene. For some time after the screen began to bid for public favor it had a rather difficult job in doing so. In order to enlist the interest of music lovers, perhaps, the movies included vocal soloists on their programs. Then, it must be remembered, the screen itself was silent.

Yet, there were operas and other musical road attractions which appeared regularly at the Grand Opera House,

and in the late years the Philadelphia Orchestra came along with a series of concerts each winter. These had the effect of whetting the musical appetite of Wilmington and increasing interest in the work of local musical organizations.

Early Winter Sports

Winter always brings back memories of those winters of long ago when sledding—which often continued from December to March—was enjoyed by devotees of the sport all over Wilmington; when the gay "coaster" had the right of way; when home-made sleds were chiefly used; yes, and when there were home-made skates.

The fact is that 50 and 60 years ago many children's playthings were home-made affairs. Most boys depended upon their fathers and older brothers to make their sleds, unless they were old enough and skilled enough to do the work themselves.

I knew two Wilmington boys, for example, something more than half a century ago, whose father made their first ice skates. These were double-runner affairs, the only skates of the kind I ever saw. And they "worked."

Each dual runner was fashioned out of sheet wrought iron about an eighth of an inch thick. The flat sheet was bent to a U shape after being heated in a blacksmith's forge. After the two parallel sides of the bent sheet had been filed off even at the edges the device was attached by screws to a stout wooden base which fitted the sole of the shoe. The ensemble was made fast to the shoe by leather straps.

It was possible to skate with these devices on smooth ice until the space between the runners, about half an inch

apart, became chocked with churned up ice. I have seen the boys to whom I refer using these skates on the Brandywine. Their chief skating ground was on that part of the stream between the Riddle (now Kentmere) and Jessup and Moore mills. Subsequently these boys used cast-iron single-runner skates which they said cost 50 cents.

Now in the matter of home-made sleds there was less of a problem. In many instances the first requisite was a secure box which could be obtained at the corner grocery store at small cost. A dextrous carpenter could fashion a usable sled out of the box. Braces between the runners and the seat would make the "contraption" secure. Then, with round or half-round iron facings on the runners, the sled was ready for use and was expected to hold its own on the neighborhood sledding hills.

It was great sport to use these sleds, and very interesting to stand on the side lines and watch the sledders racing and tumbling about in the ice and snow.

Most of the sleds then used in and about Wilmington were of this type. There were some, particularly in later years, of more artistic types, perhaps painted in accordance with fancy designs. These were the types that could be bought in the stores. They belonged to children whose parents could afford the expense or were not adepts at the art of manufacturing sleds.

And then there were the long, high, stout sleds which accommodated groups instead of individuals. Some, which had foot rests at the side, were referred to as "double deckers."

Most of the big sleds, I believe, belonged to clubs or

other organizations. Some belonged to volunteer fire companies. Each usually represented the workmanship of several skilled men. Some actually were combinations of several smaller sleds, one at the front being used for steering.

These cumbersome devices were taken out on the hills at night, and afforded pleasure not only for the owners and custodians but also for other boys and girls, as well as mature men and women, who happened to be on the sledding hill. There was risk in this kind of sledding—in any kind, for that matter.

At that time there were no restrictions regarding sledding in Wilmington. Any hilly street could be used at any time—except, of course, in the heart of the retail district. All other hilly streets were available.

No effort was made to remove the snow from the street beds. In fact when what few vehicles were about—all, of course, horse drawn—in snowy weather wore a hilly street bed bare the snow was likely to be shoveled back for the benefit of the sledders.

And so, each night when the weather was right the sledding hills drew crowds of participants and spectators. This was likely to continue until midnight or later. And generally one read in the newspapers the next day that a series of accidents had happened on some of the sledding hills the night before; that boys and girls, men and women, had been injured, some, perhaps, permanently maimed.

But that was a risk that existed whenever there was sledding.

MANUFACTURING

Early Foundries

It doesn't seem so long ago when an old-time foundry stood at the northeast corner of Tenth and Orange Streets, the site of the Orange Street section of the Du Pont Building. Older residents will recall the quaint structure, known in its later years as the Pyle Cycle Academy. It was torn down a little more than a quarter of a century ago to make room for the then palatial home of the Young Men's Christian Association.

That was the foundry building, although long before that time it had been abandoned for use for foundry purposes. The exterior, that is, the walls, had not been changed materially.

The foundry, I am told, was established there some time before the Civil War. It was known as the Rice foundry, and was owned and operated by James H. and John V. Rice. Although the establishment was in the heart of Wilmington long before the building was torn down, when the business was started Tenth and Orange Streets doubtless was several blocks from the heart of the retail district. When the Civil War started Wilmington had a population of about 25,000.

There were several other foundries of my early recollection. Some still exist. Some long ago passed out of existence. One of the latter was that of E. C. Stotsenberg & Son. It was on the south side of Front Street at Washington. In the beginning it also was some distance from the center of

things, although Front and Second Streets long ago were lively business thoroughfares.

Some of the patrons of the Stotsenberg foundry were nearby. My recollection is that many castings for the Harlan & Hollingsworth Co. were made there. Eventually the foundry was bought by the Harlan & Hollingsworth Co., which operated it as part of its plant.

One of the early specialties of the Stotsenberg foundry was the manufacture of bells. There was a demand for bells, not only by churches, but also by farmers, for use in calling the help in from the fields for the mid-day dinner and the evening meal. Brass as well as iron castings were made in the Stotsenberg foundry.

The Stotsenberg foundry was an object of public interest. There was a great deal of pedestrian, as well as vehicular, travel on Front Street. Except in cold weather the great doors of the foundry, facing on Front Street, were kept open. Passersby, particularly children, on their way to and from school, would stop in front of the open doors to watch the men at work. The greatest interest was shown, however, when a "heat" was being poured, that is, when the molten metal was being poured from great ladles into the moulds. Sometimes there would be a flurry of sparks, and when this reached the doorway the crowd scattered.

Another of the old-time foundries in the same neighborhood was that of Charles Stewart. It was situated at the southeast corner of Front and Monroe Streets. It had a considerable frontage on Front Street and extended well back along Monroe Street. Mr. Stewart and his family lived in the dwelling directly opposite on Front Street.

Henry F. Pickels was the principal owner of a foundry on the south side of Eleventh Street just beyond the old Eleventh Street Bridge spanning the Brandywine. My recollection is that this foundry specialized in small castings as well as large ones.

At one time Mr. Pickels was interested in the stove business, and, if my memory is not at fault, there was some connection between the foundry and the stove business.

The Pickels foundry was one of the early industries in the section of Wilmington beyond Eleventh Street Bridge. It afforded a livelihood for many workers living in the neighborhood.

History tells us that Wilmington had several other foundries about Civil War time which passed from the scene before the period of my observation.

One of these was that of Betts and Seal. It was at Eighth and Orange Streets. The members of the firm were Edward Betts and Joshua Seal, both of whom during their lives were identified with other important local business enterprises.

C. W. and H. P. R. Blandy at one time had a foundry on Orange Street between Front and Second Streets.

The carriage-building establishments, which were numerous in Wilmington before the automobile era, were good patrons of the foundrymen. This may explain why foundries were numerous in Wilmington when it was a comparatively small town.

Brick Making

It may be difficult, now that Wilmington is compactly built in most of its urban area, to visualize a brick yard at Lancaster Avenue and Du Pont Street. Yet there was one at that location within the recollection of the writer. The fact is, however, that at that time there was no Lancaster Avenue. It was Front Street all the way from the Christina River on the east to Union Street, which then was the western city boundary.

Wilmington discouraged frame construction early in its career. That accounts for the fact that the brick-making business flourished more than half a century ago.

Finally the authorities legislated against frame construction. An ordinance passed by City Council in 1909 provided that "all buildings hereafter erected or altered in the city of Wilmington, except such as are hereinafter provided for, shall have all outside or division walls constructed of stone, brick, iron, or other hard non-combustible material, properly bonded and solidly put together; all the said walls shall be built to a line and carried up plumb and straight, and the several component parts of such buildings shall be constructed in such manner as herein provided."

Long before that, however, there was a good local market for building brick. One of the earliest brick manufacturers within my recollection was the firm of Jacob Lewis & Son, whose establishment was the one to which I have referred as being situated at Front and Du Pont Streets. It was there in the '70s.

During that decade it was bought and operated by Alvan Allen, who in the next decade moved the plant to what

is now known as Elsmere. It was located near the junction of the Baltimore and Ohio and the Wilmington and Northern (now Reading) railroads. At one time, later, Mr. Allen was sheriff of New Castle County.

Many years ago there was a brick-making establishment along the Concord Pike near McKee's Hill. It was started by Samuel McClary. Later it was bought by the firm of Forrest and Pierce, and finally was owned and operated by Pierce and Beeson. The members of the latter firm, Eldridge Pierce and Harry A. Beeson, in addition to manufacturing bricks, engaged in the house-building business as well.

Another early brick-manufacturing project was that which was started by James H. Beggs, and which for a long time was owned and operated by the firm of which Mr. Beggs was the head, with John P. Allmond as his partner. Mr. Allmond, a Market Street grocer, later was mayor of Wilmington.

James H. Beggs and Co. had two yards. One was along Vandever Avenue east of Jessup Street, and the other was on Claymont Street north of Vandever Avenue. The company, early in its career, brought into the business expert brick makers from abroad, with whose help the company's workmen were enabled to turn out an artistic product, as well as the type of bricks usually used for ordinary building purposes.

Among the early brick makers, also, was James B. Oberly, founder of the present Oberly brick business. Mr. Oberly's first venture was at Second Street and Greenhill Avenue.

Profitable Carriage Trade

Recently I was asked what the automobile replaced in Wilmington. The question was prompted by the knowledge that today the motor car supplies the means of support for many persons, directly and indirectly.

Besides the car selling establishments, which give employment to a considerable number of persons, there are the repair, motor fuel and accessory businesses. There also are many paid drivers. Then, also, there is a contingent of men and women employed at bus terminals and on the buses, taxicabs, etc.

Before the automobile came upon the scene, about the turn of the century, there were none of these. There were, however, at one time within my recollection, 17 carriage manufacturing establishments, some of them pretentious. There were four wagon-building establishments. There were three hardware houses which featured carriage builders' supplies; 18 blacksmith shops, nine of which specialized in horse shoeing; two concerns which made carriage and wagon bodies for manufacturers who did not make their own; three wheelwright establishments, and two that made wheels, hubs, and spokes.

There also were 12 harness and saddle manufacturers, 27 livery and boarding stables, and 26 stores which dealt in feed for horses and mules.

It is plain, therefore, that many persons were employed in the manufacture, maintenance and operation of local transportation facilities which preceded the automobile.

While the Causeway south of Market Street bridge was a sort of carriage building center, several of the factories

were in the heart of the city. The Causeway factories were owned by Jones Guthrie & Co., S. D. Paschall, Rice & White, and John Walther.

The other carriage-building factories were at the following locations: Gregg & Bowe, southwest corner of Eighth and Orange Streets; McLear & Kendall, southeast corner of Ninth and King Streets; McCabe & Darragh, northwest corner of Fourth and Walnut Streets; John W. Reeve, Orange Street above Front; Inter Nos Manufacturing Co., Front Street near Jefferson; C. W. Horn, Walnut and French Streets, between Front and Second; Cahill & Co., Shipley Street, between Second and Third; William Hammond, northwest corner of Third and French Streets; E. M. Hammitt & Sons, Fifth and French Streets; W. V. Cole, Market Street above Fifteenth, where Old Soldiers' Park is now; Frist & Allmon, northwest corner of Seventh and Shipley Streets; Cooling Brothers, east side of French Street between Fourth and Fifth; Novelty Carriage Works, southeast corner of Second and French Streets.

All of these concerns were in business at the same time, about 50 years ago. Wilmington then had a population of about 45,000. Some of these establishments drifted into other lines of business when their trade became unprofitable.

A carriage factory required skilled artisans, such as various types of specialists in woodwork, painting, upholstering, and fabric fashioning, as well as men to do other kinds of work. The pay was good. A great deal of the work was done by hand.

Wilmington, of course, was not the principal market for the output of its carriage and wagon factories. Our carriages were shipped to many states. Wilmington had an excellent reputation as a producer of good carriages and

wagons. Consequently, much of the time the factories were busy and they had large payrolls.

Many persons also were employed in the activities which the carriage industry and the horse created. When the automobile came along, and the demand for carriages began to fade, some of the carriage builders lost their jobs. Some managed to adjust themselves to other types of work. Some, no doubt, were absorbed by the motor industry. The transition, being slow, evidently was painless.

Building an Airship

It is an interesting coincidence that the first airplane I knew of as having been built in Delaware was made on the site of what is now Wawaset, in which is situated the home of Lieut. George S. Welch, U. S. A., whose exploits as an Army aviator have brought him renown. Lieutenant Welch's home is 906 Blackshire Road. His parents, Mr. and Mrs. George L. Schwartz, were among the first residents of Wawaset after it had been developed into a home site.

The airship construction venture on that tract took place about 35 years ago. At that time the tract, formerly a driving park, which was enclosed by a high fence, was devoted chiefly to the training of horses. The area, if I remember correctly, extended from Woodlawn Avenue to the golf links of the Wilmington Country Club, and from Seventh Street to near Pennsylvania Avenue.

Robie Seidlinger was the airplane builder who pioneered on what is now Wawaset. Mr. Seidlinger, I believe, was engaged in the typewriter business. He had mechanical and

scientific talent. And so, he built an airship, presumably in accordance with ideas upon which he based his calculations.

Although I saw him at his task several times, I do not remember just what success he had. I saw him testing his machine and figuring on improvements. He was enabled to carry on his experiment because he had the encouragement and financial backing of several substantial citizens who obviously believed there was a future for aviation.

The sponsors of the project were frequent visitors to Mr. Seidlinger's workshop, which was in one of the buildings on the grounds. They watched the enterprise in its various stages. My recollection is, however, that there was little known of the venture except by the persons directly concerned.

This revives memories of the various uses which have been made of the Wawaset tract within my recollection. When I first knew the place it was known as Schuetzen Park. At one time it was outside the city. The western municipal boundary was Union Street. Inside the enclosure there were a track and a clubhouse in which refreshments were sold. In the center there was a comprehensive array of stables.

Sometimes there were quartered in the stables, temporarily, strings of horses brought here from other places. The track and other facilities made Schuetzen Park an ideal place in which to train horses and keep them in good condition.

The track became very popular. Eventually regular matinees were held there, chiefly on Saturdays, by owners of local horses trained for harness racing. Most of the horses entered in the matinee races were driven by their owners, who engaged in the sport for the love of it and because of

their natural interest in horses. In later years the races were held on the then new track at Elsmere.

It was the members of the matinee group of horsemen who formed the McDaniel Horse Club, named in honor of the late Elmer E. McDaniel, and the Willis Horse Club, named for J. Wirt Willis, who were among the most enthusiastic members of the racing group.

The name of the enclosure finally was changed to Wawaset Park. That name was retained until it was converted into a housing site. Since then it has been known as Wawaset.

During several years of the Wilmington fair, started as the county fair, the park was the fair ground. Although even then it was regarded as almost "out in the country," it was readily accessible from all parts of Wilmington. In order to make the fair easy to reach the Peoples Railway Co. ran one of the lines of its city system from Seventh Street up to the main gate on Woodlawn Avenue at Ninth Street. The spur was continued in use as part of the Seventh and Eighth Streets line of the Delaware Electric Power Co., which in 1915 absorbed the competing system. The Delaware Coach Co. now operates on Woodlawn Avenue, serving the residents of Wawaset.

Eventually the fair was moved to Elsmere, where, although modern and adequate facilities were provided, it was unable to make ends meet. And so, it passed out of the picture, leaving the field to the Kent and Sussex Fair held annually at Harrington.

Wawaset Park had an interesting and useful history, much of which now is only a memory.

EDUCATIONAL

Modest School Building Program

A few days ago an item in "25 Years Ago Today," which is printed daily on this page, chronicled the fact that City Council at a meeting in August, 1912, had appropriated $20,000 to the Board of Education. It was explained that this sum, $20,000, was the allotment to the board for that fiscal year toward the board's new building account.

That transaction was in accordance with a law of the period. It was an automatic annual act of Council. The $20,000 was appropriated to the board in August, after the tax collections for July, the first month of the fiscal year, and the only rebate period, had been completed.

Twenty-five years ago, and prior thereto, the state school fund was of such modest proportions that Wilmington's share was so limited as to place nearly all of the city school responsibility upon the local taxpayers.

As a great deal of the money collected in school tax was required to pay the salaries of the teachers and otherwise meet the operating expenses, naturally there had to be skimping when it came to expanding the school facilities.

The Board of Education, lacking money for the purpose, was loath to do any more building than was absolutely necessary. There were exceptions, of course. At times, in cooperation with City Council, money was borrowed for such imperative school building projects as could not be financed

otherwise. The building of the present Wilmington High School, on Delaware Avenue, which involved such an arrangement, was made possible through the help of the late William P. Bancroft, who advanced $150,000 and accepted in lieu thereof certificates of indebtedness in that amount.

Some of the early school buildings cost little more than $20,000, the amount appropriated annually by council to be applied toward school construction. Generally, the $20,000 was used for enlarging and improving existing buildings.

By lumping the building allowance for two years, making a total of $40,000, a new primary school, such as was considered adequate at the time, could be financed. My recollection is that there were several occasions when this plan was followed.

Some of the early primary schools were of the plainest sort. They were constructed of rough brick, without thought of ornamentation, either outside or inside. They were two stories high. Some had no sanitary facilities within the buildings.

The generally accepted plan for the smaller buildings—the early primary schools—comprised either two or three rooms on each of the two floors. Some had no office facilities for the principals.

It was because Wilmington had many old, ill-appointed schools—although perhaps all had been improved in their later years—that the recent school building program was welcomed. The people realized the inadequacy of the school plant with which they had been trying to get along. It was pleasing to know that Fate had come to the rescue. The

THE OLD ACADEMY

Built in 1798 as a school for "Brandywine Village," then in Brandywine Hundred. It is on Vandever Avenue.

means had been provided for replacing the little schools with the present large modern buildings.

Those of us who attended the little old Wilmington schools 50 years ago can appreciate how inadequate they were, and how fortunate the present generation is in having educational facilities which were not dreamed of half a century ago.

Neighbors of Old No. 4 School

When writing, a few days ago, about old No. 4 Public School, Washington Street, near Third, I recalled that at one time much of that area formed one of the substantial residential sections of Wilmington. It was the location of the homes of some of our prominent citizens, some of whom I knew. This was especially true with respect to all of Washington Street north of Second. It was a mark of distinction to live there.

Schools Nos. 3 and 4, which were back to back, the former facing on Jefferson Street, and the latter on Washington Street, were in the block bounded by Second, Third, Washington, and Jefferson Streets.

Third Street, in the immediate neighborhood under consideration, was a preferred residential section, with attractive homes. The west side of Washington Street between Second Street and No. 4 School was devoted to spacious dwellings, with porches or large, ornamental lawns in front.

The larger homes in that neighborhood, as a rule, were comparatively new half a century ago. They were well-built brick dwellings. On Second Street, however, there were some very old houses. In the rest of the No. 4 School area

most of the homes reflected the then new era. Some of the residents in that area 50 years ago were people of distinction.

Thomas Johnson, who was highly esteemed as a shipbuilder of exceptional ability, lived on Third Street between Washington and Jefferson Streets. Half a century ago he was foreman in charge of the shipbuilding activities of the Harlan and Hollingsworth Co. Some time after that he went to the South, where he continued his shipbuilding work with success.

For several years Mr. Johnson served creditably as a member of City Council. He was one of the two councilmen from the Third Ward. In those days each ward had two representatives in Council. Mr. Johnson was a Republican. He was a good councilman, a good citizen, and popular, and even when the ward was normally Democratic, his election was not surprising.

If my memory is not at fault, at one time Mr. Johnson and Merris Taylor, a Democrat, were the two councilmen from the Third Ward. Mr. Taylor, long editor of Every Evening, and Mr. Johnson were neighbors and, notwithstanding their political differences, were warm friends. Mr. Taylor lived on Third Street just west of Jefferson. Both Mr. Johnson and Mr. Taylor exerted great influence in the ward, and each gave good service in Council.

Miss Mary C. I. Williams, one of Wilmington's outstanding woman educators, lived on Washington Street just above Second 50 years ago. At that time she was principal of No. 9 Public School, Eighth and Wollaston Streets. Hers was one of the most exacting educational posts in town.

No. 9 School then was the city normal school. It was there that the girl graduates of the High School who sought teaching positions had to go through a course of teacher training. They were trained under the direction of Miss Williams and her staff, who also had the responsibility of teaching the children attending that school.

Miss Williams did her work so well, and showed such a keen grasp of the educational problem of the city, that when the Board of Education created the post of assistant superintendent of schools she was chosen. She filled the post admirably until her death, a few years ago.

Miss Williams was so highly regarded by the public and the Board of Education that when the fine new school at Third and Monroe Streets was built, it was named in her honor. This will perpetuate the memory of a talented woman who devoted much of her life to the education of the boys and girls of Wilmington.

Howard Pyle, the famous Wilmington artist, 50 years ago was a neighbor of old No. 4 School. His home was on Washington Street above Second. My impression is that he lived next door to the Williams family of which Miss Mary C. I. Williams was a member.

The Rev. A. N. Keigwin, who also lived on Washington Street above Second, was at that time, and for some time thereafter, pastor of West Presbyterian Church. His pastorate at West Church covered a period of about a quarter of a century.

Two of the leading grocers in Wilmington half a century ago were neighbors of No. 4 School. John Alden lived at the northwest corner of Second and Washington Streets, and had his store there.

Edward L. Rice, who lived on Third Street betweeen Washington and Jefferson, was a member of the firm of Rice and Mote, which had a large grocery store at Second and Tatnall Streets.

John B. Johnson, who lived on Jefferson Street above Second, was for many years one of the leading building contractors of Wilmington. He erected many of the town's most substantial dwellings, as well as other buildings.

Only a little more than a block away from No. 4 School, on West Street just above Third, stands a house which was the official headquarters of General Washington during a short period in August, 1777. Washington selected that house, at the top of Third Street and West Street hills, so that he would have an unobstructed view of the Delaware River below Wilmington. He had come to Wilmington with the hope of intercepting the British fleet if it came up the Delaware River.

He had his army camped here, and when he learned that the British fleet had come up the Chesapeake Bay, instead of the Delaware Bay, a march was started toward Elkton, which resulted in the skirmish at Cooch's Bridge.

Clubs With Cultural Aims

Reorganization of the Benevolent Pioneer Literary Association, which was announced recently, revives interest in that period of Wilmington's history, recalled by older citizens, when groups of young men and young women formed organizations for cultural edification, as well as entertainment, to a greater extent than is apparent now.

Purely literary organizations were most popular, per-

haps, in the '80s, '90s, and around the turn of the century. That was before some of the present opportunities for enlightenment and entertainment came into being.

In the early part of that period there were no automobiles. There were not the opportunities that there are today for getting about. There were no movies. What there was in the nature of public entertainment was expensive, as a rule, when the fact is considered that the pay of many skilled artisans did not exceed $12 or $15 a week.

It was quite natural that young people seeking intellectual improvement should band together, under competent sponsorship and direction, to attain that object. The idea had an appeal to many of the better element of young people. Those really interested, as a rule, found membership in such organizations fascinating, as well as profitable, intellectually and socially.

Some of these clubs proved useful in developing oratorical talent among their members, in breaking down embarrassing reserve, and in developing self-confidence. They had a broadening intellectual influence.

Worthy organizations of this type were encouraged by influential citizens, particularly those who could exert inspiring influence. Clergymen, educators, and other professional people were among those who interested themselves in the work of these clubs, and encouraged the ambitions of these young people.

The Benevolent Pioneers—as the Benevolent Pioneer Literary Association was generally known—an organization of young men, was early in the field. It carried on after some of its contemporaries had passed out of the picture. My

recollection is that it once was quartered in the Kern Building, on the west side of Market Street just below Eighth. From there it went to the McVey Building, at the northeast corner of Eighth and Market Streets. For a long time it has been located in the Law Building, at the southwest corner of Ninth and Market Streets. It never has been out of existence since it was started.

The Hamilton Debating Coterie was another organization of young men who found delight in debating popular subjects, usually current topics. It was a developer of oratory and intelligent, logical, convincing argument.

The Brownson Library Association, which was inspired by literary, amusement, and benevolent objectives, was organized by a group of young men who were members of St. Paul's R. C. Church. It erected the building at the northwest corner of Fourth and Jackson Streets, its meeting place.

One of the most extensive men's clubs of the period was the Shields Library Association. It was launched more than half a century ago, and carried on for many years. In the '80s it was quartered in the Saville (now Mullin) Building, at the southeast corner of Sixth and Market Streets. Subsequently it erected its own building, a pretentious structure, on the south side of Sixth Street, just east of Tatnall Street, adjoining the Megary Building. Eventually the building became the home of Wilmington Aerie, Fraternal Order of Eagles, which it is today.

The Shields Library Association in its heyday had a large membership, which extended all over town.

The Wilmington Bicycle Club, while formed to promote cycling, and to develop camaraderie among the young men who rode bicycles, had a varied program. This included

clubhouse entertainments, parties, and other diversions. The club did welfare work also. At Christmas and other times food was supplied poor families, and toys were sent to the homes of poor children.

The club at one time was quartered in the Lawton Building, on the west side of Market Street above Sixth. Subsequent locations were Market Street between Eighth and Ninth Streets, first on the east side of Market Street, and later on the west side, opposite the Grand Opera House. Afterward it moved to Shipley Street between Ninth and Tenth, and finally built its own clubhouse, on Washington Street just above Ninth.

Other clubs of the period, formed for different purposes, included the following:

The Puff and Powder Club, which at one time maintained an office in the Du Pont Building.

The Delaware Turf Club. Its members were horsemen. They held their meetings in a building on the east side of King Street between Tenth and Eleventh Streets. The Turf Club was the forerunner of the McDaniel Horse Club, which later was formed by the late Elmer McDaniel. The quarters of the latter club for some time were on West Street just below Eleventh, and later on Eleventh Street between Tatnall and West.

The Delaware Field Club, one of the old timers, had its clubhouse and athletic field where Twenty-third and West Streets is now. It was the forerunner of the Wilmington Country Club.

There were other clubs during the period under con-

sideration. The ones I have described give an idea of the manner in which many of Wilmington's young people of 30, 40, and 50 years ago occupied their leisure.

RELIGIOUS

Rt. Rev. Alfred Lee Presiding Bishop

Wilmington was the home of the presiding bishop of the Protestant Episcopal Church in the United States something over half a century ago. The late Bishop Alfred Lee had this distinction. He became what was designated senior and presiding bishop March 31, 1884, upon the death of Rt. Rev. Benjamin B. Smith of New York, who had held that title.

At the same time Bishop Lee was rector of St. Andrew's Church, Wilmington, which post he filled nearly half a century, 45 years, to be exact.

He was the first bishop of the Diocese of Delaware. He was elected by unanimous vote of the clergy and laity at the annual convention held in Georgetown in 1841. Prior to that time the Diocese of Delaware had been under the episcopal supervision of the bishops of Pennsylvania.

Bishop Lee was consecrated by Bishop Griswold, assisted by Bishops Moore, Chase, Brownell and Underdonk, in St. Paul's Chapel, New York City, October 12, 1841. The ceremony was performed during a session of the general convention of the Episcopal Church. The following day Bishop Lee took his seat in the House of Bishops. He was thirty-eighth in the succession of the American episcopate.

At the time the House of Bishops comprised 21 members. It was presided over by Bishop Griswold, who had been consecrated in 1811.

A rule that the senior bishop should be president was adopted by the House of Bishops at its first meeting as a separate house, but did not remain without modification. At the next general convention the rule was rescinded. It was decided that the office should be held in rotation, beginning at the north. Bishop Provost presided during that session, and under the same rule Bishop White presided in 1795 and also in 1799, in the latter year because of the absence of the bishop whose turn it would have been to preside.

At the general convention in 1804 a "standing rule" was adopted to the effect that the senior bishop present at the opening of any convention should preside. Finally, in 1832, it was made a rule that the senior bishop present should preside in the House of Bishops, and that the senior bishop of the church should be the presiding bishop for all other purposes contained in the canons.

It was under this rule that Bishop Lee became senior and presiding bishop in 1884.

Bishop Smith, Bishop Lee's immediate predecessor, was nearly 90 years of age when he died.

In June, 1842, Bishop Lee, who had been consecrated the year before, took temporary charge of St. Andrew's parish in Wilmington. On July 30, 1843, he accepted the rectorship, which position he continued to hold until his death, April 12, 1887.

It was a courageous obligation that Bishop Lee assumed when he became rector of St. Andrew's parish, especially when his other duties are considered.

In one of his early reports he stated that he found a parish with between 70 and 80 communicants and about 50

OLD 'BISHOPSTEAD'
FOURTEENTH AND ORANGE STREETS

This building was the home of all bishops of the Protestant Episcopal Diocese of Delaware from 1841, the first occupant being Rt. Rev. Alfred Lee, first head of the diocese, until November, 1944, when the present bishop, Rt. Rev. Arthur R. McKinstry, D. D., moved to the new "Bishopstead," in the Rockford section.

families, also a debt, which "proved, as church debts usually do, a source of vexation and hindrance."

In his report of 1853, however, conditions were shown to have been greatly improved. "The incumbrance of debt which has weighed so heavily on the church," he reported, "has, by an energetic and liberal effort, been removed, and we now owe no other debt than that of Christian love."

Although Bishop Lee was not a native of Delaware he was highly esteemed throughout the state. His long residence and energetic work here made him a Delawarean in every other sense of the word.

He was born in Cambridge, Mass., September 9, 1807. He studied law and practiced that profession in Norwich, Conn., from 1831 to 1833. In the latter year he entered the General Theological Seminary in New York. He was ordained deacon of the Protestant Episcopal Church in June, 1837, and priest a year later. From September, 1838, to September, 1841, he was rector of Calvary Church at Rockdale, Penna. It was while serving in that capacity that he was elected bishop of the Diocese of Delaware.

That Bishop Lee had literary talent, as well as unusual capacity for the work of the church, was evidenced by his writings. He was the author of several books which attracted attention. These were titled "Life of the Apostle Peter," "Life of St. John," "Treatise on Baptism" and "Memoir of Miss Susan Allibone."

History accords a high place to Delaware's first presiding bishop of the Protestant Episcopal Church in America.

Changes in Church Locations

Announcement that First and Central Presbyterian Church is planning to celebrate its 200th anniversary soon and realizing that during all of these two centuries it has continued to be the only church in the heart of the city to remain on Market Street, reminds me that I have seen many Wilmington churches change their locations, and that a few within my recollection have been discontinued.

St. Paul's M. E. Church was probably the only mid-town church on Market Street to leave that thoroughfare. From 1844, when it was founded, until about a quarter of a century ago, St. Paul's Church was on the west side of Market Street just above Seventh. From there it moved to its present location, Jackson Street above Tenth.

First and Central Presbyterian Church, one of the early landmarks of Market Street, changed its location, but remains on Market Street. Prior to moving, what had been First Presbyterian Church since its establishment in 1737, in 1920 united with Central Presbyterian Church, which was founded in 1855.

This resulted in the abandonment of Central Church building, which stood on the west side of King Street between Seventh and Eighth. First and Central Church in 1930 moved from the east side of Market Street between Ninth and Tenth to its present location, the northwest corner of Eleventh and Market.

Hanover Presbyterian Church, which dates from 1774, occupied its building at the northwest corner of Sixth and King Streets from 1829 until a few years ago, when it went to its present location, at Eighteenth Street and Baynard

FIRST PRESBYTERIAN CHURCH

First Presbyterian Church, which occupied part of the site of the Delaware Trust Building, Market Street above Ninth Street, was built in 1840, just 100 years after the original First Presbyterian Church, now in Brandywine Park, was built. Following merger with Central Presbyterian Church in 1920 the combined institution in 1930 moved to Eleventh and Market Streets.

Boulevard. The nucleus of the latter building was originally Washington Heights M. E. Church, which was founded by a group of Methodists headed by the late Samuel H. Baynard.

After Hanover Church bought the property the North Side Methodists organized McCabe M. E. Church and erected their present building at Twenty-second Street and Baynard Boulevard.

Trinity P. E. Church, which was established in 1830, occupied its original building, at the northeast corner of Fifth and King Streets, until 1881, when the then new church, at Delaware Avenue and Adams Street, was ready for occupancy.

Second Baptist Church was situated first, following its organization in 1835, at the southeast corner of Fifth and Walnut Streets. In 1855 it occupied its then new building, at the northeast corner of Fourth and French Streets. It remained at the latter location until 1892, when it moved to its present building, at the southeast corner of Ninth and Franklin Streets.

At one time there was only one Lutheran church in Wilmington. It was situated at the southwest corner of Sixth and French Streets. From this came Zion Church, Sixth and Jackson Streets; St. Stephen's, first on Tatnall Street above Seventh, now at Thirteenth and Broom Streets, and Trinity, Concord Avenue and Madison Street.

Originally the Orthodox Friends' meetinghouse was at the northeast corner of Ninth and Tatnall Streets. I well remember the quaint old building, which set back in a yard. The building was erected in 1827 and was used until it was razed to make way for the buildings now there. This was a comparatively short time ago. From that location the Ortho-

dox Friends moved to their new meetinghouse at Tenth and Harrison Streets.

Westminster Presbyterian Church, Pennsylvania Avenue and Rodney Street, is the outgrowth of Rodney Street Chapel, which was on Rodney Street just south of Delaware Avenue.

The Church of the New Jerusalem (Swedenborgian) was moved a few years ago from the northeast corner of Delaware Avenue and Washington Street to its present location, Pennsylvania Avenue and Broom Street.

Bethany Baptist Church, founded in 1878, was situated at the northwest corner of Elm and Jackson Streets. A few years ago the congregation merged with that of Delaware Avenue Baptist Church, and the building was sold to the Boys' Club of Wilmington.

Calvary Episcopal Church, which was established in 1858, remained in its original location, Third and Washington Streets, until its new home, Fourth and Rodney Streets, was completed, which was only a few years ago.

First M. P. Church, which was long on Seventh Street just east of Walnut, now is at Thirty-sixth and Washington Streets.

The Primitive Baptist Church, which began to function in 1785, was situated on the east side of King Street above Tenth. It was a substantial brick structure. It remained in that location until the site was required for the new Public Building. The congregation then moved to Jefferson Street above Thirteenth.

Several churches have disappeared entirely in the last half century. St. James' R. C. Church, once at Lovering

Avenue and DuPont Street, was not needed after St. Ann's Church, Gilpin Avenue and Union Street, had been built.

Riddle's Chapel, a branch of Mt. Salem M. E. Church, situated on what then was Riddle's Banks (now Kentmere) was abandoned long ago. So was St. Augustine Mission of the P. E. Church, which also was at Riddle's Banks.

It will be remembered that St. Michael's P. E. Church once was at Chestnut and Adams Streets.

Wesley M. E. Church, at Jackson and Linden Streets, which was built late in the last century, was discontinued some time ago.

The Household of Faith, Tatnall Street, near Seventh, passed out of existence long ago.

These changes have been caused by population shifts and development of business areas. They have not, however, detracted from the adequacy of the facilities for meeting the religious needs of the people of Wilmington.

Church Which Declined to Move

Current reconstruction work at St. Andrew's Episcopal Church, Eighth and Shipley Streets, the second major improvement project in the last few years, revives interest in a decision the members of that venerable religious institution made about 30 years ago, when business was crowding some of the churches out of the downtown retail section of the city.

The commercial expansion was forcing many of the then midtown dwellers to move to new residential sections. This induced some of the churches in that area to seek locations more convenient to most of their members.

St. Andrew's congregation, after weighing the matter carefully, evidently believed its mission could be served best by continuing to maintain the church in the heart of the business district.

It is true that many of the members at that time, as now, lived considerable distances from Eighth and Shipley Streets. The homes of some even were beyond the city limits, as is true now. This, however, did not influence the decision. And so, St. Andrew's Church has continued to carry on its mission at the same location, Eighth and Shipley Streets, where it originally began to function more than a century ago.

The church was dedicated October 1, 1829. The first building was destroyed by fire January 25, 1840. The burned building was replaced by a new one, which was consecrated October 15, 1840.

In 1910 it was proposed by Bishop Frederick J. Kinsman, then head of the Diocese of Delaware, that St. Andrew's Church unite with Immanual Church, Seventeenth Street and Riverview Avenue. This, as I understood the matter at the time, contemplated abandonment of the building at Eighth and Shipley Streets, in case the suggestion was favored.

On Sunday, March 26, 1911, the members of St. Andrew's Church voted upon, and defeated, the proposal. Thirty favorable and 182 unfavorable votes were cast.

I do not doubt that each of the churches which moved from the downtown retail district of Wilmington had just as valid reasons for doing so as St. Andrew's had for deciding to stay where it was.

Results, so far as I have been able to judge, appear to bear this out. The change, in each instance, I believe, has proved beneficial.

St. Andrew's, however, since 1911, as well as before that time, has given repeated evidence of its obvious intention to remain where it is and expand its program and sphere of usefulness as opportunities presented themselves.

In 1916, for example, the parish building at the southeast corner of Eighth and Orange Streets, was erected. That was an expansion project which accommodates the Church School, the Girls' Friendly Society and other activities sponsored by the parish. The basement recently was converted into a recreation room for young people.

When I first became acquainted with St. Andrew's Church the site of the present parish building was occupied by a printing establishment of which John M. Rogers was the proprietor. Subsequently Mr. Rogers moved his business to the southeast corner of Sixth and Orange Streets, where he erected a pretentious building for the accommodation of his enterprise.

This reminds me that the neighbors of St. Andrew's Church half a century ago are not there now.

At the rear of the churchyard at that time and later, that is, the property fronting on Orange Street was occupied by the blacksmithing establishment of Thomas J. Earley and Patrick Toner. The firm specialized in horseshoeing, which was an active and important industry at that time. There were no automobiles. Horses were relied upon entirely for hauling.

Across Shipley Street from St. Andrew's Church in that long ago era was the Allmond Building. It occupied what

now is the site of the Union National Bank. At the Market Street front was the grocery store of John P. Allmond, once mayor of Wilmington, and his partner, Thomas J. Lawson.

Much of the remainder of the building was occupied by offices. James H. Beggs & Co., manufacturers of terra cotta and brick products, had their offices there. Their plant was in the vicinity of Vandever Avenue and Claymont Street.

In later years there were other tenants. One was Jefferson D. Chalfant, artist. Another was George K. Rudert, watch maker. It was there that Mr. Rudert built an automobile about the turn of the century.

Next door to St. Andrew's Church on Shipley Street, in the early period, was the livery stable of George C. Whiteman. The automotive industry has occupied the site since the livery stable business was discontinued, which was some time ago.

Diagonally across from the church, that is at the northeast corner of Eighth and Shipley Streets, was the Institute Building.

The primary function of that pretentious structure was to accommodate the city library. The library was not as comprehensive as it is today. At one time, besides the library, Goldey College was located in the building. There also was a public hall, which was used for lectures, entertainments, fairs, and dances.

In the basement was a drafting school, with the entrance on Shipley Street. It functioned in the evenings and was attended by young men employed in the industries. As a rule the pupils were apprentices in the mechanical trades. The school enabled them to brush up on their training as

artisans, and thereby add to their usefulness in their chosen callings.

And so, Eighth and Shipley Streets has long been a center of useful endeavor.

Riddle's Chapel and St. James' Church

Recent litigation involving Riddle's Chapel revived memories of Riddle's Banks when the chapel was the civic center as well as the religious rallying point for many of the men and women then employed in the textile mill nearby, as well as the members of their families.

When I first knew about the mill it was owned and operated by James Riddle and his son Leander. Later William M. Field, James Riddle's son-in-law, was the owner and operator.

This was one of the important manufacturing establishments of the Wilmington industrial area. It produced cotton cloth. It had the advantage of availability of Brandywine water power, which was augmented by steam power.

The mill later was acquired by the Joseph Bancroft and Son Co., and became the Kentmere branch of the Bancroft establishment.

Something more than 60 years ago Riddle's Chapel was in its heyday. At that time what was known as Riddle's Banks was a community near the mill, populated by employes of the mill and their families. They occupied houses owned by the mill owners. These had been built principally on two roads leading to the mill. One was near the creek and at the lower level of the land. The other ran parallel to

the lower road, but was on a higher level. The houses were well built and comfortable.

Some of the members of the community were Protestants. Some were of the Catholic faith. The nearest Protestant church, as well as I can remember, was Mt. Salem M. E. Church. It was a considerable distance from the banks. The building of Riddle's Chapel met the religious needs of the Protestants.

The Catholic members of the community attended St. James' Church, which then was about where Lovering Avenue and DuPont Street intersect. It had been built through the instrumentality of James Riddle, who, incidentally, was a devout Methodist, and several Wilmington friends, with the cooperation of the Catholic Church authorities. It was discontinued when St. Ann's Church was built.

Riddle's Chapel proved attractive not only to many of the residents of Riddle's Banks but also to many of the residents of the community about the Jessup and Moore paper mill, which was opposite Riddle's Banks on the north side of the Brandywine.

The chapel had a large Sunday school, which was attended by many of the men, women, and children living on both sides of the creek. It developed a cordial community of interest among the people in both of these settlements.

Besides the religious activities of the attendants at the chapel there were many social functions which added to the delights of community life of the settlements which depended for maintenance upon the Riddle and Jessup and Moore mills.

At that time Riddle's Banks and the paper mill settlement were regarded as being "far out of town." They were, as they were related to the business section of Wilmington.

While there was much in common between the people of Riddle's Banks and those of nearby "Forty Acres," the banks appeared to be very much of a self-contained community. "Forty Acres" comprised the adjacent section of Wilmington north of Delaware Avenue between DuPont and Union Streets, the latter being the city boundary line. Some of the employes of Riddle's mill lived in "Forty Acres." Some of "Forty Acres" residents worked in the Bancroft mill. Some participated in the Riddle's Chapel activities, and the social functions of Riddle's Banks folks.

Of course, it was possible to go down town when it was necessary to do so. But the trip had to be made in the slow horse cars, or on foot. And there was a long walk between the banks and the Middle Depot, at the northeast corner of Delaware Avenue and DuPont Street, the nearest railway point. There also was to be considered the seven-cent fare on the cars each way. In winter the cars were cold, not being equipped with heating devices.

The banks, being at the entrance to the Riddle mill yard, ended the walk of strollers from Wilmington proceeding up the Brandywine on the south side. That made the banks the termination of the journey of many Philadelphians who came to Wilmington to enjoy the beauties of the Brandywine. Judging from the large number of Philadelphians who made excursions up the Brandywine the attractiveness of the scenery evidently was well known in the Quaker City.

Most of the Philadelphians engaging in these ventures, as I learned at the time, came to Wilmington by rail or boat

and went by horse cars to the Middle Depot. From the latter point they walked to Riddle's Banks, and there found their journey was at an end.

As there was a fine spring of cold water near the mill the visitors—usually making the trip in summer—enjoyed a refreshing drink of water before retracing their steps.

PARKS

Leader in Municipal Parks

In addition to exceeding the park acreage of most other cities in its population classification, Wilmington's recreation spaces are so distributed as to serve nearly every section of the city. A study made by the National Recreation Association in 1935, as was reported a few days ago, showed that only one city of 100,000 to 150,000 population in Pennsylvania, New Jersey, New York, and Virginia excelled Wilmington in park acreage per capita. That was Reading, where Mount Penn is included.

The 1935 survey showed that Wilmington's park system at that time comprised 896.5 acres, or an average of one acre for every 119 inhabitants. The showing is even better now. Since 1935 Wilmington has acquired 31.66 acres additional. This makes the present total 928.16 acres.

The 1935 appraisal of Wilmington's 44 parks and recreation plots placed a valuation thereon of $10,887,310.83. The present value, according to that reckoning, exceeds $11,000,000.

This shows what a valuable asset Wilmington has in its public parks. All of this acreage has been acquired in a little more than half a century. While much of the land was bought by the city about two-thirds of the total acreage came as gifts. There were many generous donors. The late William P. Bancroft, for a long time president of the Board of

Park Commissioners, led the list, giving the city nearly 300 acres.

Although much money was borrowed to pay the city's cost of the land all the city now owes on these loans is $509,990.

It was in 1886 that the city made its first purchase of park land. That land was on both sides of the Brandywine and was part of what is now Brandywine Park. While the Board of Park Commissioners was created by the Legislature in 1883, its initial work was retarded, presumably because there was a division of sentiment among the people as to whether the city could afford to pay money for park land.

For several years it was impossible to induce City Council to make appropriations for the purchase of park land. In 1886, however, largely through the efforts of Dennis J. Menton, who was long a member of the board, a bond issue of $150,000 was authorized, and the acquisition of land was started.

At the outset of the commission's activities, at its first meeting, in fact, Mr. Bancroft offered to donate the land which now comprises much of Rockford Park. At first the proffered gift was declined as being too far away from the heart of the city to be of much use. Subsequently, however, the gift was accepted, as were also many other tracts, given by Mr. Bancroft and other persons.

Between 1886 and 1890 Brandywine, Kirkwood, Delamore, and Eden Parks were purchased. From 1890 until 1906 occasional tracts were acquired, although most of the energy of the board was devoted to the improvement of land already owned. It is not difficult to appreciate the fact that much work and expense were required to convert the

"virgin" land into shape for use for park purposes. In making the improvements, however, an effort has been made to preserve as far as possible the natural aspect of the land. Since 1906 the increase in park area and service has been rapid.

Although Wilmington did not own any park land until 1886 the public was not entirely without recreation facilities long before that time. For many years prior to 1886, perhaps as far back as the colonial period, the people of Wilmington, by permission of the owners, enjoyed the use of the valley of the Brandywine for picnics, bathing, skating, and other recreational uses.

The banks of the Brandywine then, as now, were well wooded, and the topography was interesting and varied. The few encroachments had not greatly marred its beauty. At one time there was a mill at about where Adams Street touches the Brandywine. The valley was not devoted to business use, however, between that mill and Riddle's Banks and the Jessup and Moore paper mill.

That the Brandywine valley, even before it became city property, was enchanting is shown by the fact that every summer many residents of Philadelphia came to Wilmington just for a stroll along the Brandywine. The termination of the stroll generally was opposite the Jessup and Moore dam, just a little below Riddle's mill. At that point, just to the north side of the road, there was a spring from which there was a constant flow of cold water, which was believed to be free of impurities. It was a mecca for many thirsty Philadelphians on hot days.

Most of the Philadelphia visitors to the Brandywine valley came to Wilmington by boat or train. They rode in the horse cars to what was known as the "Middle Depot,"

at DuPont Street and Delaware Avenue. From the latter point they walked to the Brandywine woods.

This was the setting when the city began to acquire the land in 1886. After the land became city property it continued to be attractive to visitors from Philadelphia and other places, as it doubtless is today.

Trees From Many Lands

It may be of interest to the people of Wilmington to learn that in the city parks there is an extensive variety of trees that have come from many other parts of the world. Native trees, of course, predominate. The forestry embellishment of the parks comprises almost every species that will thrive in the local soil and climate.

Among the "alien" contributors three continents are represented, North America, Europe, and Asia. The Orient has been liberal in this respect.

Many different countries on these three continents have made contributions to the forestation program being carried out by the Wilmington Board of Park Commissioners. So have many of the 48 states that go to make up the United States of America.

Perhaps even more foreign countries and distant states would be represented if it were not for the fact that there are certain types of timber that cannot be grown here. Those which have adapted themselves to the local soil and climate have thrived. In fact, they seem to be very much "at home" in their new, but sympathetic, environment.

To the uninformed on such matters it is difficult to pick

out some of the foreign trees. Informed students of the subject will find a survey of the park trees an interesting study.

Perhaps the most outstanding and most striking foreign display is that comprised in the group of Japanese cherry trees, which skirt the environment of the Josephine monument and fountain in Brandywine Park at the north approach to Van Buren Street bridge. Because these trees put forth a wealth of blossoms for a short time in the spring they have become objects of great interest, particularly at that season.

The blooms of these trees rival in beauty, although, of course, not in volume, the Japanese cherry trees about the tidal basin in Washington, which attract thousands of visitors to the national capital in April of each year.

There are six varieties of Japanese cherry trees in Wilmington's parks. All, of course, originated in the island empire of the Asiatic Pacific. These varieties, all of which have individual characteristics, bear the following names: Weeping, Yoshimo, Kofugan, Naden, Rosea, and Sekizan.

China, Japan's neighbor, also has made a generous contribution to the forestry display in the parks of Wilmington. The following trees now here originated in the Flowery Kingdom of the Orient: Silauthus, Chinese cork tree, Chinese elm, Gingko, and Chinese maple.

Asia—several parts of that continent—is the native habitat of the paper mulberry and white mulberry trees now in our parks.

Various countries of Europe have contributed the following trees now found in our parks:

English beech, English elm, European larch, European

linden, Norway maple, Sycamore maple, English oak, Oriental plane, Scotch pine, Lombardy poplar, Silver Leaf poplar, and English walnut.

The Catalpa, Cypress and Osage Orange trees are from the southern sections of the United States. The Buckeye horse chestnut came from the Middle West. The red spruce came from the North.

Native trees in our parks include the following:

Oak—Black, bur, chestnut, cow, laurel, Mossycup, pin, post, red, scarlet, shingle, Spanish, turkey, white, and willow.

Ash—Red and white.

Birch—Cherry and white.

Cherry—Bird, black and Mahaleb.

Dogwood—Red and white.

Elm—Slippery and white.

Gum—Sour and sweet.

Hickory—Bitter nut, pignut and White Heart.

Locust—Honey and yellow.

Maple—Ash leaved, red, silver, and sugar.

Poplar—Carolina and tulip.

Sumac—Scarlet and Staghorn.

Walnut—Black and white.

Willow—Black, brittle, Pussy, and weeping.

There also are the following native trees of which there

is only one species of each: Alder, apple, Arbor Vitae, water beech, butternut, red cedar, chestnut, Cock's Spur thorn, hackberry, Black Haw, Scarlet Hawthorn, hazelnut, Hercules Club, American Hop Hornbeam, Judas tree, Kentucky coffee tree, American larch, American linden, red mulberry, Pawpaw, Paulowina, persimmon, white pine, Quaking Aspen, rhododendron, holly, sassafras, shad bush, spice bush, white spruce, sycamore, Washington thorn, witchhazel, and yellowwood.

The parks have other types of ornamental vegetation also. Besides cultivated and wild flowers that are in evidence on every hand, at the proper season, there is the sunken garden rose bed at the north approach to Van Buren Street bridge, in Brandywine Park, which is one of the most interesting and magnetic of all of the park attractions.

Orioles Annual Visitors

At this season of the year, when migratory birds are returning from wherever they spent the winter, I am reminded of the enchantment a pair of Baltimore orioles—summer visitors—had for two little boys who lived near Wilmington about 60 years ago.

The boys, brothers, 9 and 11 years old, lived with their parents in a modest dwelling on the south side of the Brandywine at a point nearly in line with the dam of the Jessup and Moore Paper Co. Alongside of the house was a tall, vigorous sycamore tree.

Early in the period during which the boys lived there they noticed that a pair of Baltimore orioles had built a nest in the tree. The birds, the species of which the boys did not know at first, were seen industriously at work on their new

"home." By inquiry the boys learned that the birds were Baltimore orioles.

The Baltimore oriole is an attractive bird. It is somewhat smaller than a robin. It is largely gold-yellow in color, with dark wing and tail feathers. It builds a hanging nest, suspended from a tree limb. The opening is on one side, midway of the ensemble

The oriole is sagacious as well as industrious. According to the observations of the boys about whom I am writing, the birds generally placed their nests where heavy foliage helped to make for privacy.

The Brandywine valley boys saw a pair of orioles building nests—beside their home—several consecutive years. Whether it was the same two birds that were giving the repeat performance, of course, was not known. The fact remains, however, that two orioles built nests and raised young birds in that one tree year after year.

Two or three years the boys took charge of the young birds after they had left the nest and placed them in a cage which was hung in the front porch. There the "baby" birds were fed by the old ones and developed to maturity.

One year the boys sold two of the young orioles they had raised. The purchaser was a young man from Philadelphia who happened to notice them during a stroll up the Brandywine. He wanted to know all about the birds, and when he was told the story he was eager to own them. And so, he took the birds home with him.

The coming of the old birds was anxiously awaited by the boys in the yard of whose home was the sycamore which

the orioles selected as their nesting place each summer. Of course, there was no assurance after the first year, or the next, or the next, that the birds would return. Hopes that they would were realized each year when two orioles arrived at the customary time and began to set up housekeeping.

After the birds arrived their boy friends felt a sort of responsibility for their protection. They managed their play so as to not make too much commotion. They saw to it, also, that other children did not engage in riotous conduct in that vicinity. The boys watched the nest building and later the industrious manner in which the old birds fed the little ones.

Although orioles naturally are timid the frequenters of this particular tree acted as if they sensed the fact that their interests were being safeguarded. The fact that under their nest was a dwelling with people stirring about and passing in and out apparently was of no concern to these busy birds which were so occupied with their domestic affairs as not to be disturbed or deterred from what they were doing.

Activities of birds, especially those of the migratory varieties, always have contributed to the charm of the Brandywine valley. Wooded sections provide attractive havens for the feathered summer visitors. In return for the accommodation song birds entertain lovers of music within hearing distance.

The presence of birds adds to the attractiveness of the parks. The protection given them, the responsibility for which the public shares with the custodians of the parks, evidently is accountable for the contentment the birds manifest, and is an indication that they sense the fact that they are welcome.

RECREATION

'Excursions' and 'Excursion' Boats

While writing recently about the competition between rival steamboats operating between Wilmington and Philadelphia I was reminded of the "excursion" boats of that and later periods. Among boats of this type I recall were the Thomas Clyde, the Major Reybold, the John A. Warner and the Columbia.

I cannot overlook the Susie McCall, a small boat which operated between Wilmington and Penn's Grove. While it was not in the "excursion" boat category, it carried many "excursions" to and from Penn's Grove. The objective was French's Grove, a small park on the river shore near the Penn's Grove wharf. Many a Wilmington group has picnicked in the grove, making the trip to and from Penn's Grove on the Susie McCall.

The McCall was succeeded by the Ulrica, which operated on the Wilmington-Penn's Grove route until the Wilson Line established its ferry service.

In the days of the Susie McCall and the Ulrica, French's Grove was a great attraction for members of Sunday schools in Wilmington as well as other nearby places. It was nicely shaded and was equipped with picnic tables and benches. There also was a sandy beach.

I believe there also was a pavilion. I was on one of those "excursions" of long ago, given by Riddle's Chapel, at what is now Kentmere, when the chapel organ was taken

across the river on the boat and was used in the park as an aid to singers. The largest excursion to Penn's Grove in those days was that of Redeemer R. E. Church Sunday school.

The "excursion" boats came later. They were in demand in early summer each year. June was the favorite "excursion" month for Sunday school folk. There was great rivalry as to which Sunday school would take the largest excursion. The destinations were not always the same. There were various "excursion" resorts on the Delaware River and upper bay shores.

I recall that at one time "excursions" from Wilmington to Tolchester Beach were routed via rail to Perryville, Md., thence by boat to the beach. I think the John A. Warner was on this route at one time.

Sometimes there was an "excursion" out of Wilmington nearly every week-day in June. Some days there were more than one. Many Sunday schools made June "excursions" annual events. So did some of the fraternal organizations.

Each Sunday school "excursion" interested not only the persons immediately concerned, but in some instances whole neighborhoods. And so, the boats generally were well filled on each trip. Children, of course, were carried free, as also were adult members of Sunday schools, sometimes.

In order to enjoy at least two of these "excursions" each year some of the boys and girls managed to have themselves enrolled in two Sunday schools. A case in point may be cited. Many of the "Brandywine Village" boys and girls attended Brandywine M. E. and St. John's P. E. Sunday schools. This was possible because one held its session each Sunday morning and that of the other was held in the afternoon.

The departure and return of each of these outings was a community event. There was a crowd of spectators at the wharf to see each party off. On the return a welcoming crowd was on hand. As one of these "excursions" passed out the Christiana River persons employed along the water front, in the shops and on the wharves, stopped work long enough to see the boat pass and wave hands, hats, and handkerchiefs at the excursionists.

At that time, that is, in the early period, Wilmington had no amusement parks, such as we had later, and there were no automobiles in which to ride around the country.

Speaking of parks, Rosendale was the first that I remember. It was near where the Park Drive now intersects DuPont Street. Next came Union Park, which was where the lower end of Union Park Gardens now is. Shellpot and Brandywine Springs Parks followed, with Gordon Heights Park, on the Delaware River, coming in between, but only for a short time.

And so, it was a treat to take a ride on one of the "excursion" boats and frolic several hours at the picnic ground which happened to be the destination at the moment.

As most of the boats in the "excursion" service here were built at local plants, that added to the attraction they had for Wilmingtonians.

This reminds me that during a recent motor tour in Canada, when I had occasion to cross the St. Lawrence River I did so on a Wilmington-built boat. It was named the Riviere du Loup. It plied between a town of that name on the south side of the river and St. Simeon, on the north side, in the Province of Quebec.

Bay Outings on the Republic

Revival of the project to establish ferry service between Lewes and Cape May recalls the popularity that characterized the steamboat service maintained between Philadelphia, Wilmington, and Cape May a long time ago. Recounting those delightful rides on the steamer Republic revives delightful memories.

Capt. George W. Lackey, whose home was on Washington Street between Eleventh and Twelfth Streets, was long master of the Republic, being the first to hold that post. He was succeeded by Capt. W. P. Jacobs. Captain Lackey, like his successor, was master in the full meaning of the word. He was equal to every navigating emergency, regardless of weather or water conditions.

Captain Lackey was more than that. He took a solicitous interest in every passenger on every trip. Should illness overtake a child or older person he saw to it that immediate attention was given. He enjoyed the acquaintance and confidence of thousands of our people who were regular patrons of the service. He had a genial greeting for everybody. On the boat trips he enjoyed friendly chats with passengers when his duties did not interfere. His genial manner and delightful personality added to the pleasures of rides down and up the bay on the Republic.

The Republic was the finest pleasure boat navigating the Delaware River and Bay. Its schedule called for daily round trips during the summer season. This program was followed except in exceedingly stormy weather. The fact is that many a trip was made on a stormy day. It was enjoyable, nevertheless, as there were all manner of devices on the boat for the comfort of the passengers.

It was not uncommon, however, for no landing to be made at Cape May, due to the turbulence of the bay or the violence of wind. This was a commendable safety precaution. Passengers may have been disappointed at times, when there was no landing, but when they realized the circumstances it is doubtful whether any ever registered any real complaint.

The landing, of course, was made on the bay side of Cape May point. There was, however, at one time, a horse car line connecting the wharf with the town of Cape May. This enabled steamboat passengers to visit the town if there was time. It sometimes happened, however, that as the boat had been retarded by adverse tide and wind, on the way down, the landing period was short. When this occurred there usually was no opportunity to visit the town.

These circumstances and incidents have been recalled on each of my visits, in recent years, to the tip end of New Jersey. There is, however, a marked difference down that way now, as compared with the heyday of the Republic "excursions."

Now there is a fine concrete highway from Cape May city running due west to the Delaware Bay shore. It was built a few years ago. It has been appropriately named Sunset Boulevard. As its course is due east and west, it points directly to the setting sun at the close of each day.

A little way out from the shore line near the end of the boulevard is an abandoned concrete ship, one of those built during the World War. It has been resting on the sand there for several years. I have been told by Cape May folk that they understand the boat was beached there with the thought that some day it might help to support a new wharf. Up to

this time no new wharf has been built. That, however, appears to be the logical location for a wharf because of the proximity to the boulevard.

Even though there is no wharf the bay at the end of the boulevard is a popular spot for fishermen. Some go out into the bay in boats while some content themselves to fish in the surf.

There were many regrets when the Republic ceased to operate. That Wilmingtonians enjoyed these delightful excursions is evidenced by the fact that to make the trip involved some energy, besides the expense, which, however, was not heavy.

The boat started from Philadelphia. It did not come into the Christina River. It made the local stop at the Reading Railway pier on the Delaware River, reaching that point about 9 o'clock in the morning. Wilmington passengers went to the pier—and the boat—on a Reading Railway shuttle train which started from the company's passenger station, which then was at the northwest corner of French and Water Streets. On the return trip of the Republic the Wilmington passengers disembarked at the Reading pier and were brought back by train to the Water and French Streets station.

Incidentally, the Reading station at that time occupied part of the United States Hotel, which was razed later to make way for the elevated tracks of the Pennsylvania Railroad. This hotel at one time was kept by William Fountain. Mr. Fountain was the father of Miss Susan Fountain, a Delaware woman, who distinguished herself in the world of literature, and who died a few weeks ago in Honolulu.

To me, when I think back, the Republic, the Reading

station, and the United States Hotel appear to be related to the Cape May excursion enterprise of half a century ago.

Early Skating Arenas

In my recent article descriptive of early commercial ice harvesting by Wilmington dealers in that commodity I mentioned Walton's pond as one of the sources of supply. This reminded me that Walton's pond, which was about where Vandever Avenue and Claymont Street now intersect, was one of the favorite skating places in Wilmington many years ago.

This pond then was regarded as being "out in the country." There was quite a settlement just beyond Eleventh Street Bridge, but most of the houses were south of Vandever Avenue. Few were in the immediate vicinity of the pond, or between Vandever Avenue and Brandywine Creek.

Much of that area was marsh land. Where the tides from the creek encroached the land served no useful purpose. Some time later a systematic drainage plan was adopted and a comprehensive sewer project was carried out under the direction of T. Chalkley Hatton, who for some time was sewer engineer of the Street and Sewer Department.

This reclamation project, however, had no connection with Walton's pond or the pleasure it gave skaters, or the profit its ice brought those who harvested it from the surface of the pond.

The pond was so popular that it attracted boys and girls from sections of the city on both sides of the Brandywine. Of course, there were many other skating places. Several

areas of the Brandywine were popular. These were more dangerous, however, than such small, shallow bodies of water as Walton's pond. That was one reason for the popularity of the latter.

Some of the winters were so cold, with continued freezing weather, that the tidewater section of the Brandywine, from the city pumping station almost to Eleventh Street Bridge, provided great sport for skaters. Upstream sections of the creek were as popular as they have been this winter.

There was another skating place in Wilmington of dim memory. It is mentioned by Mrs. A. D. Warner, Sr., in her delightful book entitled "Childhood Memories." That was an artificial lake at the Middle Depot, Delaware Avenue and DuPont Street, which, I believe, was known as "Sylvan Lake." It was constructed and maintained by the Wilmington City Railway Co., as an attraction for patrons of the line.

Mrs. Warner, after referring to the building of Wilmington's first horse car line, which was on Market Street and Delaware Avenue, makes the following comment concerning the lake:

"As a special attraction the railroad company had built an ice skating rink at the foot of the hill. Here the young folks assembled after school hours and on Saturdays to enjoy the exhilarating exercise of skating. Many of us became quite skillful in fancy skating and were very regretful when the rink was abandoned and the B. & O. Railroad station was built on the site."

One of my favorite skating places was that part of the Brandywine between Washington Street Bridge and the dam at West Street. Lights from the bridge added to its attrac-

tiveness at night. Skaters from all parts of the city flocked there. Sometimes the crowd was a good cross section of the population of Wilmington.

In my experience I have witnessed many interesting episodes among the skaters there. I recall one that I am not likely to forget. One night I noticed among the skaters several boys, who had been keeping together and apparently enjoying the sport, suddenly disappear. The rest of the skaters were mystified by the precipitate action of the boys. Their hurried exit at first was not understood.

Afterward I learned that the boys had run away from the Ferris School. They ran away from the other skaters on the creek because they heard one of the animals in the nearby zoo howl. As their consciences already troubled them, and evidently they did not know what the howl meant, they had a case of fright, which doubtless was accountable for their action. Later, I believe, they were returned to the school.

Trysting Places of Long Ago

Down where the rodeo was staged recently, just south of Canby Park, and in that vicinity, 50 years ago, was one of several trysting places for young men and women living in Wilmington. The young folks didn't go there in automobiles. There were none.

It was quite the thing, however, to drive through the woods there. What road there was was a cloud of dust in summer, except in rainy weather, when it was a mass of yellow mire.

Much of that area then was a dense woodland, with little more than an Indian trail running through it. It was

considered far out of town. Union Street was the western city boundary and there were very few houses in the immediate neighborhood. Outside of the woods it was mostly farm land thereabout. Where Elsmere is now was just the beginning of a modest settlement.

Although comparatively few young men living in town in those days had horses and carriages, there was an ample supply of both in the livery stables. The proper thing in those days—be it remembered that was before the "gay nineties"—was to take one's fiancee out in the evening for a buggy ride along a country road. One could jog his rig along leisurely and give attention to whatever the conversation might be about.

Lonely roads were preferable to the turnpikes. Although there was little traffic at night, horses being relied upon for motive power, what traffic there was could be found on the "pikes." There were four "pikes." One led to Philadelphia and intermediate points; one to West Chester and the towns along the way; one to Centreville and Kennett Square, and one to Gap and Lancaster.

Of course, there was the extension of the South Market Street Causeway, which was the road leading to New Castle, and on down the state. While this road was not a turnpike it was fairly well kept in its early days.

Its greatest value was as a connecting link between Wilmington and New Castle, which was the county seat and the domicile of the county courts until 1881, when Wilmington became the county seat. Until the workhouse began to function, about 30 years ago, the county prison (jail) was in New Castle.

As long as New Castle was the county seat the Causeway and the road beyond were kept in as good condition as possible, with an occasional surface application of oyster shells on the Wilmington end. After that no more was done to it than was necessary.

This road, however, was not much of a temptation 50 years ago to most of the young swains. There was good reason to shun it.

The Causeway was used extensively in the evenings by boys and young men in their efforts to learn to ride bicycles. In those days plenty of room was required in attempting to master the art of cycling. The reason was that high wheels were in vogue. These were more difficult to handle than the present type of bicycle, with both wheels of the same height. When the latter came out, incidentally, they were termed "safeties," to differentiate between them and the high wheels.

As horses were a long time in becoming accustomed to bicycles, only reckless drivers would use the roads on which bicycles were likely to be encountered. Some who ventured on the roads used by bicyclists figured in accidents, sometimes with serious consequences.

There were roads about Wilmington, however, on which bicyclists seldom ventured. They shunned roads which had neither fairly hard surfaces nor sidepaths. Roads of the latter type, because of this circumstance, appealed to young couples out for a quiet drive in the evening.

Few, however, ventured very far from town. Highwaymen were likely to be encountered. There were no state police or county police, who might be relied upon for protection. So, it wasn't safe to venture far beyond the jurisdiction of the Wilmington police after dark.

The fact is that most young couples contented themselves with rowing on the Christiana River and the tidewater section of the Brandywine, or strolling about the lonely streets and lanes in the sparsely built-up sections of the town.

"Lover's Lane," by which Nineteenth Street west of Market was known, was the most popular strolling place in that part of town. There also were walks along the Brandywine, little more than trails, which lured the young people. The woods on both sides of the Brandywine had a sort of "wild" aspect before they became park land in the early '80s, and for some time thereafter. There were no drives or concrete walks. Little had been done to disturb the terrain as it had been left by nature.

Contrast this experience with those of today, when the automobile and good road have changed the whole picture.

Old 'Swimmin' Holes'

My recent article recounting the establishment and development of Wilmington's municipal bath house facilities was a reminder of the risks boys and men—and even girls—encountered before there were such facilities.

Bathers who could swim enjoyed the sport chiefly at various places along the Brandywine, at the wharves and about the bridges spanning the Christina, and also along the Delaware River shore.

Among the popular swimming places of half a century ago was a shaded creek-side spot along the Brandywine generally known as "The Roots." It was on the north side of the creek about 100 yards west of the Jessup & Moore paper

mill dam, directly across the creek from Riddle's Banks (now Kentmere).

There was a clear space on the bank about 10 or 12 feet wide. There was a large tree on either side of the open space. The roots of the trees, while firmly embedded in the ground, besides being attached to the trees, protruded over the water. This gave the bathers a foothold when diving into the creek, and a handhold when pulling themselves out of the water.

Fifty years ago the Brandywine at that point was fairly deep, particularly along the north bank. There were fewer obstructions in the stream than there are today. Yet, the creek was not so deep as to be unsafe for boys learning to swim. Consequently, it was popular with young and old.

Some of the young boys were not very particular about their bathing costumes. Some were scantily clad. So far as I ever knew, however, nobody complained, and the boys had their own way and enjoyed the experience immensely. This could be judged by the laughter and bantering shouts, which could be heard on the opposite side of the creek.

The more daring swimmers of that neighborhood, Riddle's Banks, Bancroft's Banks, and Augustine, the settlement about the Jessup & Moore paper mill, preferred the headgates of the paper mill race, which were about 100 yards east of "The Roots." The rushing water in the race was so swift that it looked dangerous. Yet, to dive into it and then pull one's self out appeared to be quite easy for the men and boys who were skilled in the art.

Boys and men who enjoyed tidewater swimming went to the Christina, or out to the Delaware River shore. In the Christina there were several bridge superstructures which

appealed to some of the swimmers. Those who liked to do "fancy diving" swam about the bridges, wharves or ships tied up at the wharves.

Diving from bowsprits, spars, and rigging was great fun. Sailing ships frequented the Christina at that time. These craft docked at various wharves, as far up the stream as the Jessup & Moore pulp mill and its next door neighbor, the fertilizer factory of the Walton & Whann Co.

Young boys learning to swim found suitable streams in which to do so. Some such streams were little more than ditches, but they served the purpose. Many novices among the boys made use of Little Mill Creek near its mouth, which was just south of the city limits. This was where the little stream emptied into the Christina River.

It was a most uninviting spot. The creek was shallow, with a bottom of slimy mud. It was flanked by "splatter-docks." There really was little room to swim. This mud-hole, however, served the purpose of learners, and nothing else mattered.

Beginners also made use of Richardsons' Run. This was a lively little creek so named because it supplied the power to operate Richardson's mill, then the only evidence of activity at what is now Richardson Park.

The favorite swimming hole in this stream was about 200 yards south of Newport Pike. It was a protected spot, with plenty of shade. The run had a sandy bottom at that point. It was not deep, just deep enough to make bathing good sport for boys. Incidentally, there was a fine bed of water cress nearby, and blackberries and raspberries aplenty in berry season. A group of boys could spend an enjoyable afternoon there on a hot summer day. The pleasure was

heightened by the fact that the swimming hole could not be seen from the public road, and there were no bathing costume stipulations.

Our First Bath House

During the boyhood of the writer Wilmington had no swimming pools. The first one, "Brandywine," at Adams Street and Park Drive, was built and placed in service in 1897. It was popular from the start. Experienced swimmers enjoyed the feeling of security it imparted. Novices were taught by Park Commission experts how to swim.

Before that time bathers had to resort to nearby rivers and creeks, and, of course, had to risk danger in doing so.

I have a faint recollection of a floating swimming pool a long time ago. I do not recall ever having seen it. My understanding was that there was some such device in the Christina River, moored to a wharf at or near the property of the Jackson & Sharp Co. (now the American Car and Foundry Co.).

After Brandywine pool had been placed in service that solved the safe swimming problem for the time being. It whetted the appetite, however. Other sections of the city wanted pools more convenient to them. The Park Commission, which had charge of the pools, as it has now, could not immediately comply with this wish. Money was not available. Yet, the board was sympathetic. And so, in 1904, another pool was built and placed in service. It was in Delamore Park.

In 1909 there followed Kirkwood pool, at Twelfth and Pine Streets, and in 1911 Walnut pool, at Sixteenth and

Poplar Streets. Two of the original pools subsequently were discontinued, Delamore when Canby pool, in Canby Park, was opened in 1930, and Walnut, when Kruse pool, at Fourteenth and Poplar Streets, was opened in 1931.

After Walnut pool had been opened, that is, in 1912, there appeared in a magazine an article describing "mixed" bathing, that is, simultaneous bathing by men and women in the same pool, which had been inaugurated at Battersea, England. It dawned upon our Park Commission that it might be worth while to provide for "mixed" bathing in Wilmington Up to that time men and boys had different hours from women and girls in the then existing bath houses.

And so, Edward R. Mack, superintendent of parks, wrote to Battersea, inquiring about the plan in effect there. He received a reply from W. Marcus Wilkins, town clerk of Battersea. "I beg to inform you," Mr. Wilkins wrote, "that this Council (the Borough Council of Battersea) have reserved their Ladies' Swimming Bath for 'mixed' bathing on two days a week, subject to regulations, a copy of which I enclose."

The "Ladies' Bath," Mr. Wilkins explained, "comprises a pond 75 by 25 feet, waiting hall, dressing room and six slipper baths. There are three tiers of seats to a gallery on each side of the pond, with the exception of the west side, and under the gallery are dressing boxes (56 in number). The bath is built in the Roman style, and arrangements have been made for the separation of the sexes for dressing on either side of the bath."

Now we will explore the printed regulations which Mr. Wilkins sent to Mr. Mack. Here are some of the stipulations:

"No person will be admitted to the Ladies' Bath when reserved for 'mixed' bathing except the following: (a) Members of an approved 'mixed' bathing club; (b) unless upon the production of a pass for that purpose. Forms of nomination for passes can be obtained at the public bath or Town Hall, and must be signed by a member of the Council, the town clerk, or any two rate-payers. On production of the forms, both for a male and female, duly signed at the Town Hall, passes will be given in exchange.

"Any person attending the Ladies' Bath when reserved for 'mixed' bathing must be accompanied by one person of the opposite sex, and no more, except in the case of a family.

"Only children under six years of age shall be allowed to accompany those of the opposite sex in the dressing boxes."

All women were required to wear "the recognized Amateur Swimming Association ladies' costumes." Men were required to wear suitable covering, which also was specified in the rules.

It also was stipulated in the rules that "on leaving their dressing boxes bathers shall immediately enter the water and shall only approach the diving board direct from the water. When leaving the water bathers shall immediately go to their dressing boxes, and when dressed immediately leave the baths."

Wilmington inaugurated mixed bathing in 1925, when Price Run pool was placed in service. The rule also applied to Canby pool, which was opened in 1930. Now there is mixed bathing at Price, Canby, and Kruse pools.

The progress in sanitation with regard to Wilmington's municipally-sponsored bathing facilities has been as marked

as that in size and attractiveness. The floating pool in the Christina River, which was the pioneer, used only the river water, contaminated by sewage.

The earlier pools, built and operated by the Park Department, used water from the city mains, better than the river water, but at that time unfiltered. At present all of the pools use the filtered city water, which is further filtered and sterilized by the Park Department. The attendants at the pools test the water several times daily, and a competent chemist checks daily to make sure that the water is in safe condition for bathing.

There is an incidental story which is of interest here. Holmes Jones, who was engaged in developing land in Wilmington about a quarter of a century ago, planned a large outdoor swimming pool along the north side of the Brandywine near Fourteenth and Church Streets. The project, however, did not materialize.

Swimming at 'The Rocks'

"The Rocks," on which the Swedish pioneers landed 300 years ago, at one time, within the recollection of persons now living, was a Mecca for swimmers. There were two reasons for this. One was the fact that the granite formation abutted on the Christina River, thereby eliminating the possibility of running splinters into bare feet, which was a possibility where one had to walk on and dive from wharf logs.

The other reason was that there was a learners' pool nearby. The pool was a depression in the ground, really a shallow inlet from the river. Into this depression was discharged water after it had been poured over the hot rolls in

the mill of the McCullough Iron Co., nearby. This discharge warmed the water in the pool and made it particularly inviting to boys, especially the little fellows just learning to swim.

In this warmed pool many boys acquired the art of swimming. When they had mastered the art, and had confidence in their ability to keep afloat without something under their feet to support them, they "graduated" out into the Christina nearby. The pool subsequently was filled in.

The McCullough Iron Co.'s mill was one of Wilmington's important industries at one time. Originally the company had its plant at North East, Md. When it moved to Wilmington many of its former employes came here also, and some of their families still live in Wilmington.

The depression in the ground near "The Rocks," according to legend, originally was a quarry, from which was taken the stone with which to build Old Swedes Church and the wall around the church yard. These stones, so the story goes, were taken to the church site in wheelbarrows.

It is evident that much more stone was quarried out by the church builders than was needed for the Old Swedes project. The surplus was subsequently put to good use, however. It is known that early in the last century two houses nearby were built with stones found in and about the quarry. One, built by Gideon C. Moore, early in the last century, was situated where 920 East Seventh Street is now. A man by the name of Kates built a house in the same manner next door to that of Mr. Moore. These houses remained until 1876, when they were torn down and replaced by more modern dwellings.

"The Rocks" are believed by persons who have studied

the subject to be part of a granite formation which is said to start in the Delaware River bed near New Castle, and extend on up to and under Wilmington, and beyond, into Brandywine Hundred. It is known that stout granite has been ecountered by artesian well drillers in different parts of Wilmington.

It also is known that many years ago rock was taken from the bed of the Christina River, near "The Rocks," in order to make the stream deep enough for large boats. One of the workmen on the project, it is recalled was Fred Nonesuch, a Delaware Indian.

What we now call "The Rocks," by which the Swedes' landing place always will be known, was called "Fishermen's Rocks" many years ago by the residents of the neighborhood. Many fishermen kept their boats there and landed their cargoes at the same place after coming in from a day's fishing in the Delaware River. They hung their nets on "The Rocks" plot.

At that time the place was regarded as public property. It was an open field and the public was permitted to make such use of it as was desired. It was a sort of playground for the children of the neighborhood, in addition to being a landing place and market for the fishermen, and a haven for swimmers.

The first industry on the ground, so far as can be recalled, was Barratt's shipyard, where wooden sailing boats were built. Just to the north of it was Enoch Moore's shipyard. There also was a shingle mill on the property. This was burned.

At one time there was what was known as a "stripping mill" on the property. In the mill women, as well as men,

stripped willow branches and made baskets therewith. Willow trees abounded there at the time. The McCullough iron works came later.

It is evident, therefore, that "The Rocks" have served a useful purpose in addition to having historic value. Obviously they have been useful ever since the Swedes landed there in 1638.

FINANCIAL

Numerous Banks

Fifty years ago Wilmington, with a population of 55,000, about half of what it is today, had nine banks. All were situated on Market Street between Second and Ninth Streets.

Seven still exist and continue to serve their original purpose. The two not found in the list today have been merged with other banking institutions, as has one other, which is a branch of the main bank of which it is a part.

The nine banks of half a century ago were as follows:

National Bank of Wilmington and Brandywine—Northwest corner of Second and Market Streets.

Farmers' Bank of Delaware—Northwest corner of Third and Market Streets.

First National Bank—Northeast corner of Fifth and Market Streets.

Central National Bank—Northwest corner of Fifth and Market Streets.

Union National Bank—505 Market Street.

Security Trust and Safe Deposit Co.—519 Market Street.

National Bank of Delaware—Northeast corner of Sixth and Market Streets.

Artisans' Savings Bank—502 Market Street.

Wilmington Savings Fund Society—Southeast corner of Ninth and Market Streets.

Some of these banks were venerable institutions. The National Bank of Delaware, the oldest, was founded in 1795. The Farmers' Bank began business in 1807; the National Bank of Wilmington and Brandywine in 1812; the Wilmington Savings Fund Society in 1832: Union National Bank in 1839; Artisans' Savings Bank in 1861.

Of the later ones the First National Bank was the oldest, dating from 1864. Both the Security Trust and Safe Deposit Co. and Central National Bank were founded in 1885.

The National Bank of Wilmington and Brandywine is now a branch of the Wilmington Trust Co. The First National Bank also was merged with the Wilmington Trust Co. Its separate bankinghouse long ago was discontinued.

The National Bank of Delaware was merged with the Security Trust Co. Its bankinghouse ceased to function. Through the instrumentality of Mrs. Henry B. Thompson the building was moved to Park Drive and Union Street where it is now used as the Academy of Medicine.

The Artisans' Bank moved from the Clayton House—where the Queen Theater now stands—to its new building at 505 Market Street, the former site of the Union National Bank.

Union Bank moved to its then new building at the southwest corner of Eighth and Market Streets, the former location of the grocery store of John P. Allmond & Co.

The banks, half a century ago, as now, were directed

by some of our outstanding citizens. The presidents of these institutions at that time were as follows:

National Bank of Delaware—Henry G. Banning.

Farmers' Bank of Delaware—George Richardson. Mr. Richardson also was prominent in the field of insurance. He was vice-president of the New Castle County Mutual Insurance Co.

National Bank of Wilmington and Brandywine—Washington Jones. Mr. Jones was a member of the morocco-manufacturing firm of W. Jones & Co., whose plant was on Walnut Street between Front and Second Streets.

Wilmington Savings Fund Society—William M. Canby. Mr. Canby also was president of the Board of Park Commissioners, being the first person to hold that office.

Union National Bank—Victor du Pont. Mr. du Pont was a prominent lawyer, and also was president of the Farmers' Mutual Fire Insurance Co.

Artisans' Savings Bank—George W. Bush. Mr. Bush was head of the firm of George W. Bush & Sons, who were in the coal and lumber business. The firm also owned and operated a line of steam freight packets between Wilmington and Philadelphia.

First National Bank—Edward Betts.

Security Trust and Safe Deposit Co.—Col. Benjamin Nields. Colonel Nields, a prominent attorney-at-law, commanded a battery in the Union Army in the Civil War.

Central National Bank—Samuel McClary, Jr.

All of these men contributed their share toward the stability of Wilmington's banks, and also toward the business success of Wilmington.

SERVICE TO THE PUBLIC

Wells, Pumps and Springs

In my recent article describing the early use of "The Rocks," the landing place of the Swedish settlers, reference was made to the belief that "The Rocks" are surface projections of a granite formation which extends under much of Wilmington, as well as the land as far south as New Castle and north into Brandywine Hundred.

This was a reminder of the fact that artesian well water obtained in Wilmington comes from below this rock formation. This has been demonstrated by the extent of rock through which some well drillers have had to go before they reached water. In some instances the drillers have brought great boulders to the surface after encountering such obstructions, sometimes at great depths.

It is recalled that many years ago, when artesian well water was being sought for the pork packing establishment of Hart & Bro., which long existed at Fifth and Poplar Streets, rock was encountered. On one occasion, when water was being drilled for through rock at one of the breweries in the western part of the city, the noise made by the drill, so I was told at the time, was heard at the Hart establishment, a mile or more distant. This indicated the existence of a stratum of rock continuous at least between these two points.

The water obtained from the Hart well, and perhaps from the others which went below the rock formation, was

clear, apparently pure, and cold and palatable at all times. Neighbors of the Hart establishment were permitted to use the water, which many did.

One time, when the city water was unpalatable, perhaps because of vegetation in the Brandywine, many residents in the eastern part of the city resorted to the water from the Hart well. Some walked many blocks to do so. Many carried the water to their homes. There were no automobiles at that time.

Some years later an offer was made to the Board of Water Commissioners by a local citizen, representing a syndicate, to enter into a contract to supply the city from artesian wells with all of the water the city needed. The man who made the offer said a thorough study had been made of the subject, and that the men he represented were prepared to live up to their proposal. He failed to "sell" the idea. The Water Commissioners felt that they had a sure thing in the Brandywine water supply, and they declined to make a change.

Many years ago there were public pumps on the sidewalks and spring outlets in various sections of Wilmington. Many homes relied upon these sources for their water. Some residents did not have their homes connected with the city water supply, and some did not have pumps either. The nearest public pumps or springs solved the problem in such cases.

It doesn't seem like so long ago when there was a public pump on the sidewalk on French Street near Twelfth, and another at Twentieth and Market Streets. Both were regarded as neighborhood conveniences, while at the same time accommodating thirsty transients. In some parts of Wilmington there were horse troughs.

There was a spring outlet in the bed of Fourth Street between Orange and Tatnall Streets. To reach it one had to walk down stone steps about eight or 10 feet. The opening in the street about the spring was protected by an iron fence, except at the top of the steps, facing Orange Street, where there was no protection. This spring supplied water for many nearby residents. After this outlet was abandoned the water was diverted, finally to Third and Tatnall Streets. There were springs in other parts of the city also.

It may be remarked in passing that some of the users of the public pumps and springs were not particular about their habits, or considerate of the interests of the public. I am told that it was not uncommon to find partly-masticated quids of tobacco, cigar stumps with the ends chewed, chewing gum and other incidentals "parked" on top of "Sweeney's pump," by which name the one at Twentieth and Market Streets was known.

Water from this pump, incidentally, at one time found its way into nearly every home in Brandywine Village. The "village" was much smaller then than it is now. Some homes depended upon the pump entirely for all of the water they used. Of course, it was a great accommodation to transients.

"Sweeney's pump," because of the excellence of the water it produced, and because it was on the main street in Brandywine Village, was a sort of contact point where farmers driving by stopped and chatted with the villagers whom they knew. Most of the residents of the village many years ago knew the Brandywine Hundred farmers who made regular visits to Wilmington, particularly those who attended the street market.

And so, on market days, and at other times, there were groups of people around the old pump hour after hour, en-

joying the cool, sparkling water, and retailing the gossip of the village and Brandywine Hundred.

Pioneer Restaurants

Looking back half a century, as well as earlier and later, I am reminded, by the large number of public eating places in Wilmington today, how that part of the city's population which "ate out" in that long ago period was accommodated. In the earliest period of my recollection I do not remember more than 25 restaurants in all of Wilmington.

Most of those I remember in the '80s were in the heart of the city. With a few exceptions they were below Ninth Street. A few were east of Market Street. In the main, however, they were on or near Market Street. At that time nearly all of the downtown retail section of the city was below Eighth Street.

One of the earliest restaurants I remember was in the basement of the Western Union Telegraph building at the northeast corner of Third and Market Streets. It was kept by William Bareford. It was popular for meal hour and night trade. Much of the latter came from youthful members of the Independent Order of Odd Fellows, being in close proximity to Odd Fellows Hall, then at the northwest corner of Third and King Streets.

Employes of the Daily Republican (newspaper), printed in the Republican Building, southeast corner of Third and King Streets, and Third Street Market people also ate there.

There was a pretentious restaurant in the basement of the Mullin Building, southeast corner of Sixth and Market Streets. At one time it was kept by William T. McClure

and Daniel Morris. Later Captain Shaw (I do not recall his first name) was the proprietor.

Two of the most popular restaurants of the period I have in mind were those of Col. Alfred L. Ainscow, 802 Market Street, and Joseph Fulmer, 508 Market Street. Both were favorite places for visitors to Wilmington, as well as for residents.

Before going to the Market Street address Colonel Ainscow was in business with Allen H. Ainscow on Shipley Street between Seventh and Eighth.

Colonel Ainscow's restaurant was known far and wide by the theatrical profession. Many an actor has publicly praised the food there, particularly lobsters, "the way," as they expressed it, "Ainscow prepared, cooked and served the lobsters."

In those days practically all of the great actors and actresses visited Wilmington regularly, some of them annually. They played at the Grand Opera House, and after the show it was a custom of many of the theatrical folk, as well as others, to go to Colonel Ainscow's, a few doors below the theater, and enjoy a midnight dinner. Colonel Ainscow mingled with his guests and made them feel at home. At that time theatrical companies regularly toured the country. Wilmington was one of the stops.

Colonel Ainscow knew more of the outstanding actors of his time than any other Wilmingtonian, with the exception, perhaps, of Jesse K. Baylis, who for many years was manager of the Grand Opera House.

Fifty years ago and later most of the banquets were

served at the Clayton House, northeast corner of Fifth and Market Streets, then the finest hotel between Philadelphia and Baltimore. It had a large dining room and gave excellent service. Among the managers of the hotel I remember George W. Ortlip, Isaac C. Pyle, James L. Willis, Harry and Albert Bothman and Harry Harkins.

Mrs. Margaret Bacon had a popular restaurant on Fourth Street between Market and Shipley. Dennis Conners' restaurant, on the south side of Second Street between Market and King, was patronized extensively by standholders in Second Street Market.

John T. Gardner was perhaps the first person to have an eating house at the southwest corner of Seventh and Shipley Streets, which had been a popular restaurant and hotel location.

I recall some other restaurants of that long ago period, and while some were popular, I do not remember much about any except those about which I have written here.

PERSONALITIES

Memories of Delaware Ave. Residents

Demolition of the Mahaffy homestead, 404-6 Delaware Avenue, removes one of the distinctive landmarks of that fashionable boulevard which have passed out of the picture within the memory of the writer. These changes have converted much of the eastern end of the avenue into a business thoroughfare.

Fifty years ago Delaware Avenue was devoted almost exclusively to dwellings over its entire length, excepting, of course, the section about DuPont Street, where the Baltimore and Ohio Railroad Station and the street railway plant and car barn, then, as now, were situated. For many years much of the north sidewalk of the avenue was shaded by magnificent trees. There also were trees along the south sidewalk in many of the blocks.

Delaware Avenue was the fashionable Sunday afternoon promenade. In those days, when there were no automobiles, promenading was more popular than it is today.

The avenue was dotted with the palatial homes of many industrial, professional, and commercial leaders of Wilmington. All, as I remember, were highly esteemed citizens.

Among the captains of industry and other business leaders who lived on Delaware Avenue half a century ago, many of whom I knew, I recall the following:

Henry Mendinhall, president, and Clement B. Smyth,

vice-president, of the Diamond State Iron Co. This company's plant, on both sides of the Christina River at Third Street Bridge, was an extensive industry. Later it became the Diamond State Steel Co.

William du Pont, president of the Repauno Chemical Co. and an officer of the Du Pont Co.

Victor du Pont, a lawyer and president of the Union National Bank, then at 505 Market Street, and the Farmers' Mutual Fire Insurance Co.

William M. Canby, president of the Wilmington Savings Fund Society. Mr. Canby was the first president of the Board of Park Commissoners, his incumbency starting when the board organized in 1883.

Preston Lea, president of the William Lea and Sons Co., which had extensive flour mills on the north side of the Brandywine just east of Market Street Bridge. Later Mr. Lea was Governor of Delaware. He also was president of the Union National Bank for a long time.

E. Tatnall Warner, president, and Alfred D. Warner, vice-president and treasurer of the Charles Warner Co.

Joshua L. Pusey, president of the Pusey & Jones Co.

William H. Swift, president of the Diamond Match Co., which had its plant at Thirteenth and Walnut Streets.

J. Parke Postles, of J. Parke Postles & Co., leather manufacturers, with a plant on Fourth Street between Orange and Tatnall.

Henry B. Seidel, president; Washington Hastings, vice-president, and Edward T. Canby, secretary and treasurer of

the Seidel & Hastings Co., iron manufacturers, whose plant was at Tenth and Church Streets.

Washington Jones and Charles R. Jones, of W. Jones & Co., leather manufacturers, with a plant on Walnut Street between Front and Second. Washington Jones also was president of the National Bank of Wilmington and Brandywine. Charles R. Jones subsequently became president of the Board of Police Commissioners, predecessor of the directors of the Department of Public Safety.

Henry C. Jones, of the Hilles & Jones Co., machine manufacturers, of Ninth and Church Streets.

James Bradford president, of the James Bradford Co.

The professions were well represented. Among the residents of Delaware Avenue were the following professional leaders in addition to those heretofore mentioned:

Judge Leonard E. Wales of the United States District Court.

William C. Spruance, lawyer, who afterward became a judge of the Supreme Court of Delaware.

Edward G. Bradford, lawyer, who later became judge of the United States District Court.

John K. Bradford, lawyer, who then was register of wills for New Castle County.

At one time the late Chief Justice Charles B. Lore lived at Delaware Avenue and Broom Street.

Henry Garrett, Henry Garrett, Jr., and William R. Garrett for many years conducted their dental business at Delaware Avenue and West Street.

N. B. Danforth, head of the drug business bearing his name, was a resident of Delaware Avenue 50 years ago, as was John M. Harvey, who conducted his drug business there.

Where the Wilmington High School stands 50 years ago was occupied by what were known as the Hounsfield estate and the home of George Churchman, lumber dealer. The Hounsfield estate was where the High School annex stands. At one time it was occupied by Mrs. Mary A. Hounsfield. Later Henry G. Morse lived there. Mr. Morse originally was connected with the Edge Moor Bridge Co. Just before the turn of the century he became president of the Harlan & Hollingsworth Corporation, which office he filled for a few years.

There were, of course, many other residents of Delaware Avenue 50 years ago. While most of them have passed on or moved away, the families of some still live there.

Interview With Thomas F. Bayard, Sr.

While reading recently an intensely interesting copyrighted book entitled "The Foreign Policy of Thomas F. Bayard" I was reminded of a delightful interview I had with Mr. Bayard at his home on South Clayton Street more than half a century ago, and of a memorable experience I had the same night after I had left Mr. Bayard's home.

The book to which I have referred, which was written by Charles Callan Tansill and published by the Fordham University Press, covers Mr. Bayard's services in both of the administrations of President Grover Cleveland. During the first administration Mr. Bayard was Secretary of State of the United States, top post in the President's cabinet.

During the second term Mr. Bayard served as United States Ambassador to England, the first person to have that title.

Prior to entering the President's cabinet Mr. Bayard had served Delaware, his native state, as a member of the United States Senate. He served three terms. He succeeded his father, James A. Bayard, upon the expiration of the latter's term, March 4, 1869.

Mr. Cleveland was first elected President in 1884. He was renominated by his party—Democratic—in 1888, but was defeated by Benjamin Harrison, the Republican nominee. Mr. Cleveland was elected for the second time, however, in 1892.

It was a Sunday night when I had my memorable visit to Mr. Bayard's home. The date was March 11, 1888, the night the "blizzard of '88" started. Early in the evening I received a telegram from the New York Herald, of which I was Wilmington correspondent, asking me to see Mr. Bayard in regard to some matter of public importance, the nature of which I do not recall.

Mr. Bayard then was Secretary of State. He readily gave me the information I sought. Being interested in his home town he questioned me at length regarding local affairs. As I kept abreast of local affairs through my connection with Every Evening I was able to answer some of Mr. Bayard's questions.

I enjoyed the evening spent with Mr. Bayard and was pleased to give him the high lights of the local news and also to hear what he had to tell me about national governmental matters about which I inquired.

At the close of the interview I started downtown. My

immediate destination was the Western Union telegraph office, then at Third and Market Streets. The storm, which had been mild early in the evening, had increased in severity. The streets were clogged with snow. My recollection is that street car service on the Front Street line had been suspended, presumably because of operating difficulties, perhaps due to the storm.

And so, I had to make the journey on foot. Finally I reached the telegraph office. Fortunately, I had notified the office manager that I would have a message for New York, and he was waiting for me when I arrived. Some time was required to write the message.

After I had finished this task I started for home. By that time I found the going exceedingly difficult. It was long after midnight when I reached my home.

The next day I had even greater difficulty in getting down town to Every Evening office. There were no transportation facilities in operation in any part of Wilmington. The ony way to get anywhere was to walk, and walking was one of the hardest jobs imaginable.

I remember, particularly, how Market Street looked that morning. Pedestrians had made something of a path against the walls of the buildings. That was eased to some extent by the vagaries of the wind. The drifts were not as high against the buildings as they were a few feet away. It appeared to me that much of the snow had been piled by the force of the wind very largely along the curb lines. The snow was of varying depths in the street bed as well as on the sidewalk.

At many places along Market Street persons walking in the path near the buildings, unless they were tall, could not see across the street. The intervening drifts were too high.

There is no need to dwell further on the "blizzard of '88." The story has been told several times since that eventful visitation.

Explorer of Nature's Storehouse

A recent visit to the Natural History Museum in Cool Spring Park, with its wealth of exhibits, brought some interesting recollections. I was reminded, particularly, of the late Frederick J. Hilbiber, an early member of the Natural History Society of Delaware, which sponsors the museum.

Mr. Hilbiber was one of the most energetic collectors of odd things to be found in the woods, fields, and creek and river shores which were considered worth saving that I ever knew. His specialty was the gathering of minerals, stones, quartz, crystal formations, and lodes containing traces of ore.

Being a scientific student of mineralogy he was able to distinguish the rare from the commonplace. He had a fine collection of stones of varied colors, each color or tint, perhaps, indicating a different origin.

Much of his search was in Delaware, chiefly in and near Wilmington. The Brandywine valley was a favorite hunting ground. In the latter part of his life he extended his exploration to Maryland and Pennsylvania.

Mr. Hilbiber, as many of the older people of Wilming-

ton know, was a barber and conducted his own business, which for a long time was on the west side of Market Street between Fifth and Sixth Streets. He was a diligent worker. He was an expert at his trade, and was sought not only by discriminating men who desired an excellent haircut or shave, but also by mothers of children many of whom thought there was no better place to have their children's hair cut than in his shop. And it was insisted that he do the work. He loved children. In fact, he was a friend of everyone who knew him.

Mr. Hilbiber was a man of talent which found expression in various ways. Many times I have enjoyed listening to him tell of his most recent journeys in search of what he considered valuable stones. He showed me what he had found. He named the classification of each item and could describe it intelligently and with interesting detail. I was convinced that he had a good understanding of the rock formations of the area about Wilmington and in the Brandywine valley. He also was well acquainted with other areas he had explored.

I was particularly impressed with the fact that Mr. Hilbiber was not selfish. While he was constantly seeking gems of nature for his own collection he told other interested persons where to look for such things. He explained the appearance and composition of these treasures and why he considered them worth saving. He encouraged others to look for these things.

His interesting descriptions of his discoveries were calculated to arouse enthusiasm in persons who had not been interested in such matters before he talked to them. He inspired others to emulate his example.

Mr. Hilbiber's search for knowledge and interesting things was not confined to a quest for the gems of nature. Being a literary man, he also looked for good books and other printed or written matter which might have educational or historic value. He once told me of an interesting experience in this connection which he had a long time ago. He said he was looking through bales of waste paper which had been gathered by a local welfare organization and turned over to him at his request, thinking that he might find something that would be worth saving.

Searching through the papers he found the early minutes of a religious society. He knew what this interesting discovery would mean to the organization concerned. My understanding is that he took care of these papers until they could be placed in the hands of persons to whom they rightfully belonged. The loss of this valuable record evidently was not learned until Mr. Hilbiber found it and reported his discovery.

Mr. Hilbiber was a most interesting person. Being well read, in addition to the accomplishments I have mentioned, and always eager to cultivate friendships, he was a pleasing conversationalist. "Small talk" did not interest him. He could discuss intelligently the big questions of the day. He was never more at ease, however, than when he was engaged in an educational discourse dealing with one of his hobbies, or when he was discussing the classics in literature.

SECTIONAL TRENDS

Turnerville and Eastlake

Suggestion of an additional bridge spanning the Brandywine at West Street, to relieve the traffic pressure between the two sections of Wilmington now served by Washington Street bridge, is another evidence of the transformation of what was farm land late in the last century into a busy and heavily populated community.

Before the first Washington Street bridge was built the principal settlement west of Tatnall Street, on the north side, in the vicinity of the creek, was that which was known as Turnerville. The first Washington Street bridge was built in 1893. The second one, that is, the present one, was completed in 1922.

Turnerville comprised a few modest dwellings on the north side of Elliott (now Concord) Avenue in the general neighborhood of the plot now occupied by E. G. Shortlidge Public School, No. 30.

It was a quiet, self-contained community. I have been told it was named for a Turner family, which is said to have been among the original settlers. Most of the rest of the immediate area was farm land. The nearest business establishment, I believe, was the Wawaset nursery, a floriculture enterprise, which stood on the hill on the line of the present Nineteenth Street, which then was a shaded country lane.

A short distance to the west, on the Concord Pike, be-

yond the city line, at the top of McKee's Hill, was what was known as the Weldin farm. Later the farm was bought by the Water Department for extension of the city water facilities. It was on the Weldin farm that the Porter Reservoir plant was built, and later the municipal golf course was established.

Incidentally, early in the '80s, when the Baltimore and Ohio Railroad Co. built its Philadelphia division, there was a grade crossing on the Concord Pike near the foot of McKee's Hill. A watchman was on duty to protect the traveling public on the pike. Incidentally, guarding the crossing was not as difficult as it would be now. There were no automobiles, only horse-drawn vehicles. And these were not numerous.

Yet, the crossing job had its irritations. Some horses were fractious, particularly on hilly ground. Some could not be trusted to stand if stopped near a moving train or a locomotive which was discharging steam. So the drivers, as well as the watchman, had their troubles.

In winter the difficulties were more numerous and aggravating than in summer. The snow and ice-covered road made negotiation of the hill hazardous for horses. After a snowfall, also, the hill was a temptation to sledders. Some children risked the danger of the railroad crossing. They must have been careful and well guarded by the crossing watchman, as I do not recall many serious accidents.

Elevation of the railroad line at Concord Avenue later removed the crossing hazard.

Some distance to the north of Turnerville there was another small settlement in the early period I have in mind.

It was known as Eastlake, a name now given to that general section of the Ninth Ward. The original Eastlake was where Twenty-ninth Street is now, and its center was two or three blocks west of Market Street. It comprised a community store and several dwellings.

In later years, when the settlement began to expand West Twenty-ninth Street was paved, I believe, with asphalt. My recollection is that it was the first street in that section of Wilmington to be so paved.

In the early days there were no means of communication between Eastlake and downtown Wilmington. The first venture of this character was an omnibus line, to which I made reference in a former article. The terminals were French Street station of the Philadelphia, Wilmington, and Baltimore Railroad Co. and Riverview Cemetery. The stages, which were horse-drawn, traversed French Street downtown and Market Street north of the bridge. Buses also were operated at one time on Market Street from Tenth Street north. The omnibus lines were followed by the trolley service between Tenth and Market Streets and Riverview Cemetery. This was the first electric railway in Wilmington.

Since the days of Turnerville and the original Eastlake, and the building of the first Washington Street bridge, these sections and the area in between and beyond each have been extensively developed. The Ninth Ward, in which this area is situated, is the most populous ward in the city. According to the 1940 census it had 25,340 residents two years ago.

Fourth and Union Corner of Long Ago

How different is the location about the new branch postoffice at Fourth and Union Streets when one visualizes what it looked like half a century ago. Where the new postoffice stands 50 years ago was not in the city. Union Street was the boundary.

I remember the locality as it was in that long-ago period. I do not recall that there was a store anywhere near Fourth and Union Streets. The nearest one, so far as I can remember, was on Front Street just west of Union Street, outside of the city. The proprietor's name was Anderson, presumably a member of the family for whom Andersonville was named.

Andersonville, of which one seldom hears nowadays, was a small community about Front and Union Streets (now Lancaster Avenue and Union Street). It comprised a few dwellings in addition to the Anderson store. I believe all of the dwellings were of frame construction. There were two or three on Front Street, or, rather, the Lancaster Pike, being outside of the city.

There were about a dozen small houses on the west side of Union Street between Front and Second. As I recall it, most of those houses were occupied chiefly by colored persons. Between Third and Fourth Streets on the west side of Union Street there were four or five dwellings of modest proportions.

Between Fourth and Sixth Streets there were no houses —vacant lots instead. Between Sixth and Eighth Streets there were two houses. There were four between Eighth and Ninth.

My recollection is that there were no buildings on the east side of Union Street between Front and the southeast corner of Third Street, where there were two dwellings. There was none between Third and Fourth Streets. Between Fourth and Fifth there were four or five dwellings. Vacant lots predominated above that, with a house here and there.

On Fourth Street, so far as I can recall, there were no dwellings west of the city line—Union Street. Between Lincoln and Union Streets there was a preponderance of vacant lots, which also was the rule over much of the distance between Lincoln and Broom Streets.

Two cemeteries for the burial of the bodies of colored persons occupied much of the section west of Union Street for a block to Pyle's Lane. St. Peter's Cemetery was between Front and Second Streets. Ezion Cemetery was between Second and Third Streets. These are the cemeteries that were abandoned to make room for the Bancroft Parkway. The bodies were removed to new cemeteries on the Lancaster Pike west of Silverbrook.

This is the picture of Union Street between Front and Eighth, as well as the whole section thereabout, as it was 50 years ago. Contrast that with the same area today. Now Union Street is a hive of commercial activity in addition to being well occupied by dwellings. It is a veritable business center in a populous community which has developed chiefly in the last three decades.

As I recall it there were no street lights half a century ago on Union Street between Front and Fourth. If there were any they were so faint as to hardly indicate their presence.

In any event, one Hallowe'en night about half a century ago a happy party of which I was a member came to grief

there because the driver of our carriage did not see a horse and rider approaching until the galloping animal collided head on with our horse. The rider was thrown to the side of the road, but was not seriously hurt.

After our party had recovered from the shock we proceeded to a farmhouse out in the country and enjoyed the festivities which had been arranged for our pleasure. Had the road been sufficiently lighted there would not have been a collision. At that time Union Street was very much like an ordinary country road of the period.

East Fourth Street Neighborhood

Business development of East Fourth Street, which has been especially noticeable in the last few decades, has characterized the transformation of what once was a quiet residential neighborhood into a lively trade mart. Most of the old landmarks are gone. Many former dwellings, some regarded as pretentious when they were new, have been converted into stores or other types of business places.

Many residents of that part of Wilmington in the period of my earliest recollection were in the service of the Philadelphia, Wilmington, and Baltimore (now Pennsylvania) Railroad. Besides department heads, conductors, brakemen, engineers, firemen, and men employed in the railroad shops lived on or near East Fourth Street, which for a long time was the social center of that community.

The location was convenient. French Street station was only three blocks away. The company's roundhouse and locomotive repair shops, at Water and French Streets, were only four blocks distant from Fourth Street. The car repair shops were at Fourth and Church Streets.

Street railway service was meager at first, being operated only on Delaware Avenue, and Market, West Tenth and East Front Streets. Railroaders had very good reason for living near their work. The Fourth Street neighborhood met all of the requirements. The houses, in addition to being convenient, were well built and comfortable.

As the city developed and local street railway facilities were extended many residents of the downtown area gradually drifted to newly built-up sections of the city. The exodus was accentuated by the removal of the railroad repair shops and roundhouse for locomotives to Edge Moor.

Many of the shop men moved to new homes in the eastern section of the Ninth Ward, the development of which was started about that time.

It may be pertinent, at this point, to explain that the development of the latter area was facilitated by a pretentious drainage project which was executed by the Street and Sewer Department. It reclaimed what had been marsh land. The project was carried out under the direction of the late T. Chalkley Hatton, who then was the department's chief engineer in charge of sewers.

Getting back to the early status of the East Fourth Street neighborhood I am reminded of the prominent social influences thereabout. I remember, for example, when Trinity P. E. Church was at the northeast corner of Fifth and King Streets; Second Baptist Church was at the northeast corner of Fourth and French Streets; Asbury M. E. Church was then as it is now at the southeast corner of Third and Walnut Streets; the German Lutheran Church was at the southwest corner of Sixth and French Streets, and the Ger-

man Baptist Church was at the southwest corner of Fifth and Walnut Streets. These churches, with others nearby, catered to the spiritual needs of the community.

Among the nearby churches were Hanover Presbyterian, at Sixth and King Streets; St. Paul's M. E., Market Street north of Seventh; Scott M. E., Seventh and Spruce Streets, and St. Mary's R. C. Church, Sixth and Pine Streets.

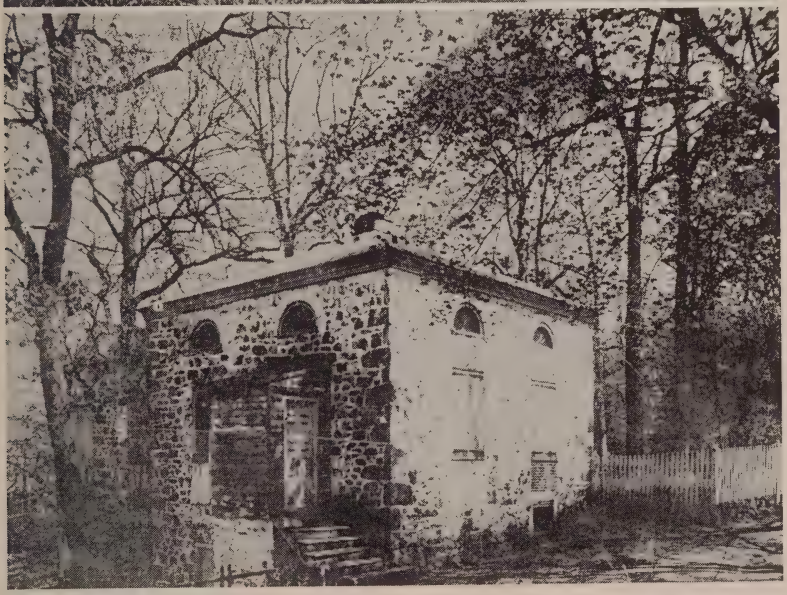
I remember some of the fine clergymen who held pastorates in some of these churches in that long ago period. Among those I knew were the Rev. Lafayette Marks of Hanover, the Rev. Paul Isenschmid of the Lutheran Church, and the Rev. Richard B. Cook of Second Baptist Church, each of whom held long pastorates. Others who served at the time, but whose acquaintance I did not enjoy, included the Revs. H. W. Geil of the German Baptist Church, William J. Frost of Trinity and James D. Bryan of Asbury.

Each of these churches was a force for good in the community. The ministers were able leaders of the people.

Rising Sun Community

Back in the '80s, although I was a resident of Wilmington, I spent many happy hours at Rising Sun, the village between the city and the DuPont powder mills on the south side of the Brandywine. The lure was fishing. The creek at that point, at that time, abounded in a species of fish known as "Cape May goodies," a gamey and palatable specimen. Grasshoppers proved the most tempting bait.

The hospitable characteristics of the kindly residents of the community were demonstrated by their willingness to



Courtesy E. I. duPont de Nemours & Co.

FIRST duPONT POWDER MILL AND OFFICE

Manufacture of powder was started by the duPont family in 1802 in the small structure (upper) on the Brandywine Creek near Wilmington.

contribute to the pleasure of visitors. For example, I always had the privilege of free use of boats owned by several of the residents. This was the dominant spirit among Rising Sun folk.

Most of the men of the village were DuPont employes. When the Barlow and Thatcher textile mill was operating some of its employes lived there also.

Then, across the creek, was Walker's Banks. Squirrel Run was the colloquial name given a small community on the south side of the Brandywine a little west of Rising Sun.

I recall that the old covered bridge spanning the Brandywine at Rising Sun (replaced by an iron structure in 1929) was the nightly gathering place for many of the young men of the neighborhood. There was a low wall at the southern approach to the bridge which served as a seat.

That Rising Sun always has been an important community is shown by the fact that some of its residents have served in the State Legislature. I recall, particularly, two. Jefferson Blakely was a member of the Senate and George Frizzell was a member of the House.

The earliest transportation facilities I remember were a horse car line between the Middle Depot, Delaware Avenue and DuPont Street, and Rising Sun Road, with a car about every hour, and trains over a spur track of the Philadelphia and Reading Railway to the DuPont works. At that time passenger as well as freight trains were operated. The station at Rising Sun was known as New Bridge.

Later the People's Railway Co., under the direction of its general manager, Richard W. Crook, built and operated a division of its city system, which extended through Rising

Sun to a point beyond. As this line passed through park land and skirted the Brandywine it provided a highly picturesque ride. After the manufacture of explosives along the Brandywine had been discontinued and the population decreased this service was not needed, and eventually it was discontinued. Present facilities are supplied by the Delaware Avenue line of the Delaware Electric Power Co., which has its western terminus at Rising Sun Road.

In a talk with a recent resident of the community I was enlightened as to some of the history of the community since the days of my boyhood fishing visits. The facilities for public education, I was reminded, in line with progress, have undergone changes in recent years.

According to my informant, the children of the neighborhood, as a rule, attended Rising Sun and "Yellow" schoolhouses, while some attended the school at nearby Montchanin. Consolidation of districts resulted in the Alexis I. duPont High School on the Kennett Pike as the center of education for the whole area, the smaller schools being discontinued.

Among the teachers at the Montchanin school my informant mentioned particularly Miss Annie McGarvey, who gave long service there, and who since 1931 has been teaching at the duPont school. "Miss Annie," he stated, referring to Miss McGarvey, "was well liked by the pupils and their parents, and they were sorry to see her and the school go."

The community of which Rising Sun is a part is officially designated Henry Clay, the name given to the postoffice when it was established. It was named for an early American statesman. Rising Sun is said to have been the name given by a merchant of long ago to his store there, but whether that was before the community was known by that name or afterward I do not know.

Courtesy Board of Park Commissioners

RISING SUN COVERED BRIDGE

This structure, spanning the Brandywine at Rising Sun, was the last covered bridge in the Wilmington area. It was replaced by the present span in 1928.

Great changes have taken place at Rising Sun the last half century. Yet, it is the same hospitable community it always was, although less densely populated.

Naming of Lancaster Avenue

In some reminiscent articles which have occupied this space reference has been made to the fact that at one time there was no Lancaster Avenue in Wilmington. The explanation is that the thoroughfare which now bears that name originally was the western section of Front Street. Beyond the city line it was then, as now, known as Lancaster Pike.

Lancaster Avenue was given that name by the directors of the Street and Sewer Department in 1888. It applied to that part of Front Street from Madison Street to the western city line, which at that time was Union Street. Since then the city line has been moved some distance west of Union Street, and the avenue's name was continued to the extended boundary.

The leader of the movement to create a Lancaster Avenue in Wilmington, as I recall, was Michael J. Sharkey. Mr. Sharkey, who was in business at Front and Franklin Streets, was a member of City Council. He represented the Tenth Ward.

Through somebody's efforts, I believe under the leadership of Mr. Sharkey, there developed considerable sentiment in the Tenth Ward in favor of the proposed change of the name of that part of Front Street.

And so, when the matter was placed formally before the Street and Sewer Commission there was no doubt of its de-

sirability by a large number of citizens. I do not recall that there was any opposition. The favorable action of the commission was what had been expected.

Madison Street appeared to be an appropriate place to end Front Street and begin Lancaster Avenue. That point was a sort of community center, being the junction of Maryland Avenue, the city section of the Newport Pike, and the city section of the Lancaster Pike. Madison Street extended a short distance south of Front Street. It was partly occupied by tracks of the Wilmington and Northern Railroad Co. The first tracks were laid there when the railroad company's original passenger station was at the southeast corner of Front and Madison Streets.

The intersection of Front and Madison Streets and Maryland Avenue was a meeting place for men of the neighborhood. Several stores were there. Maryland Avenue was a main highway for residents of Hedgeville, Browntown and other settlements in that part of Wilmington in proceeding to and from the main business section of the city. It also was used in the same manner by residents of Newport having business in Wilmington.

There was no street railway service on Maryland Avenue when the Wilmington and Northern station was at Front and Madison Streets, or for some time thereafter. There was no public conveyance serving that part of the city. The first such accommodation was provided by the Wilmington and Northern Railroad Co. later, when its passenger station was at the northwest corner of Water and French Streets. The way stations at Madison Street and Sixth Avenue, to which reference was made in a former article, provided com-

muting facilities for residents in the Maryland Avenue section.

The first street railway in that part of Wilmington was the Front and Union Streets horse-car line, which was built in 1881. Maryland Avenue did not have car service until the Wilmington City Railway Co. built the electric line on that thoroughfare about 50 years ago.

And so, in the early days the Browntown and Hedgeville people having business downtown had to provide their own conveyances or walk. Most people walked. Few had horses and carriages.

At that time there was no settlement where Richardson Park is now. There was only Richardson's mill, a little schoolhouse and a few scattered dwellings. Beyond the farm land around Richardson's mill was what was known as Folly Woods. It extended almost to Newport and was a dense growth on both sides of the road.

Newport residents could use the P., W. & B. railroad in making trips to and from Wilmington. Some did so while some traveled in their own horse-drawn vehicles. They had something to pay, however, either way. The Newport road was then a turnpike, on which toll was charged.

Youthful Neighborhood Defenders

Back in the '80s each section of Wilmington, with one or two exceptions, which was known by some neighborhood nickname, had its group of self-appointed boy defenders. In most instances the chief object of such groups was to prevent "invasion" by boys from other sections of the city. Each

considered its neighborhood its exclusive preserve, and "trespassers" had to beware.

Some of these groups resorted to rough tactics when there was excuse for doing so. Stone throwing was a popular "sport" when two belligerent groups met. In those days granite spalls were readily available, particularly in the outlying sections. Many streets were unpaved, and generally the surfaces were strewn with loose stones, kicked up by horses.

In those days the Wilmington police force was small. In the outlying districts policemen were few and far between. The police, furthermore, were not veterans in the service. They were subject to the vagaries of politics, and never were sure of more than a two-year job. It was a further fact, also, that the sectional youthful "vigilantes" belonged to families with which the district policemen were on friendly terms.

When, in 1891, Wilmington was given a modernized police force, whereby good service meant long tenure, things began to change. Rough gangs were broken up, or dealt with in a manner which caused the gang spirit to die out.

One of the roughest of the sectional groups was known as the Church Street Rangers. It was composed of young men living on and near Church Street, between Fourth and Eleventh Streets, which was as far north as Church Street extended in those days. These young men had things pretty much their own way for a long time, in fact until the police suppressed them with a firm hand.

During the heyday of the "Rangers" it was not healthy for a strange youth to venture into the Church Street area, especially after dark. The fact is that at one time the "Ran-

gers" terrorized the neighborhood. Old and young feared them.

The boy defenders of Brandywine Village were not so rough, although they were ready for a physical encounter whenever one seemed necessary. They maintained a "guard" at Market Street bridge. They endeavored to prevent boys from the south side of the bridge—Wilmington proper—whom they styled "in-towners," from going over into the "Village" to call on girls who lived there. Many a fist fight has been staged at the bridge by these contending elements. There also has been stone throwing.

The boy "defenders" of Forty Acres congregated nightly at Delaware Avenue and DuPont Street. The "Middle Depot" of the street car system was situated there. The youthful "guards" scrutinized all strange young men leaving the street cars there. If any should be considered objectionable they were not likely to get into Forty Acres, the section immediately west of the "Middle Depot," unless they could satisfy the objectors.

The Happy Valley Boys, an intown neighborhood group, did not relish visits from strange "outlanders," particularly if the missions of the latter were not known. At one time these boys, who lived in the Lovering Avenue section near Wilmington and Brandywine Cemetery, were ready to fight if their protests should be challenged.

There was a similar boys' group in Hedgeville, a section near Maryland Avenue, which enjoyed an encounter with unwelcome "invaders."

Riddle's Banks, the section about Riddle's mills (where Kentmere is now) also had its youthful defenders. Similar

groups existed in Browntown, across Eleventh Street Bridge, and in South Wilmington.

Rising Sun, the local name for Henry Clay, which is just beyond the city limits, had its boy defenders also.

POLITICAL

Partisan Clubs

The current activity looking toward the formation of political clubs, incident to the national campaign, recalls the influence some such organizations have had in earlier campaigns in Delaware, particularly Wilmington clubs.

The first real influential organization of this type that the writer can remember was the Bayard Legion Democratic Club. While it was started by a neighborhood group, it soon became a citywide organization, and for many years its influence was statewide in extent.

The oldest political club that I can recall as having been in continuous existence, and active ever since it started, is the Young Men's Republican Club. It was organized in 1880, during the campaign which resulted in the election of James A. Garfield to the presidency of the United States. Its original quarters were where they are now, on King Street between Eighth and Ninth. Frederick Eden Bach was the first president. Mr. Bach was a staunch Republican and had great influence in developing the club and also was an influential factor in his party.

All of the political clubs contemporary with the Young Men's Republican Club when it was formed have passed out of the picture.

The Bayard Legion Democratic Club was organized in 1872. Originally its headquarters were at Eighth and Lom-

bard Streets. Subsequently it was located in the Eckel Building, which stood on Market Street on the site of the present Arcadia Theater. Later it went to its own building, on Shipley Street above Sixth, which it occupied for many years. It was named in honor of Thomas F. Bayard, who even that early had acquired fame in the councils of the nation.

In 1872, when the Bayard Legion was organized, the Democrats, already in control in the state, had hopes of winning the national election that year. James Ponder of Milton, a Democrat, was governor. In fact, the Democrats had been in control of the state right along.

The Republicans were in the saddle nationally. Gen. U. S. Grant had been elected President in 1868. Contrary to Democratic hopes, he was reelected in 1872.

The hope of Democratic victory was revived in 1876, with greater promise of fulfillment, in the eyes of Democrats all over the country. Their nominee for the presidency was Samuel J. Tilden, who was completing a successful term as governor of New York. Prior to that time he had led the fight which had driven the notorious and corrupt "Tweed ring" of New York to cover.

This gave Tilden nationwide popularity. At the ensuing election he received a majority of the popular vote, and, according to the final count, came within one of receiving a majority of the electoral vote. It was alleged that frauds had characterized the election in Louisiana, South Carolina, and Florida, normal Democratic states. This caused Congress to refer the matter to a commission, which comprised five judges of the Supreme Court, five senators and five representatives. The commission, by a vote of 8 to 7, decided in favor of Rutherford B. Hayes, the Republican candidate for President, and he was declared elected over Tilden.

This campaign developed all of the ingenuity at the command of the Bayard Legion, and, because of the bright outlook, encouraged it to exert itself to the limit, which it did. Imagine the chagrin of the club when Tilden was declared the loser. This, however, did not dampen the ardor, or impair the party usefulness, of the Bayard Legion. It kept right on going, and was one of the leaders of its party in the state in the next presidential campaign, in 1880, although the Republicans won that year, electing General Garfield.

That was another hot campaign. It was featured by parades. It was during a Democratic parade in that year, 1880, that a race riot with serious consequences occurred at Ninth and Walnut Streets. It happened, however, that, while the Bayard Legion had started out in the parade, it had dropped out before Ninth and Walnut was reached. Because of this Ninth and Walnut episode the next Legislature passed an act prohibiting torch light parades.

Following the formation of the Young Men's Republican Club, in 1880, the Young Men's Democratic Club was organized in 1882. It first had its headquarters in the Heald Building, at the northeast corner of Seventh and Market Streets. Later it had more extensive quarters in a building on Market Street opposite the Grand Opera House. Quarters were provided there for the city, county, and state Democratic committees also.

Shortly thereafter the Edward L. Martin Democratic Club was formed. Although it was nominally a Ninth Ward affair, its influence extended far beyond the ward boundaries. It held its meetings in the old Academy Building, on Vandever Avenue near Market Street. It was named in honor of Edward L. Martin of Seaford, a prominent Democrat and twice a member of Congress.

The Democratic League, which has become a statewide organization, was formed in the early '90s. For several years it had quarters in the second story of the building at the northwest corner of Fourth and King Streets. Subsequently it bought the property it now occupies, on French Street between Sixth and Seventh. Like its predecessors, it has had much to do with shaping Democratic party affairs ever since it came into being.

OPEN SPACES

East Side Vacant Lots

Contrasting the section of downtown Wilmington east of Market Street as it is today with its appearance 50 and 60 years ago, persons who can remember the earlier period have some interesting recollections.

Several large areas in that part of the city which now are and for a long time have been occupied by dwellings, stores and other buildings, within the memory of some persons now living were vacant lots.

Sixty years ago Wilmington had a population of about 43,000. The United States census of 1880 showed a total of 42,478. Much of this was in the area bounded by Market Street on the west and the Christina River and Brandywine Creek on the south, east and north.

At one time circuses pitched their tents and exhibited on an open space at Ninth and Lombard and Pine Streets. The plot was generally referred to as the "show grounds."

At that time there were no buildings on the east side of Lombard Street between Seventh and Tenth Streets. There were no buildings on the west side of Pine Street between Taylor and Ninth Streets. There were a few dwellings on the west side of Pine Street between Eighth and Taylor Streets. All of the rest of the area on the west side of Pine Street from Eighth Street to Ninth Street was unoccupied.

The space on the west side of Pine Street all the way from Eighth Street to Tenth Street was largely unoccupied. In the block from Ninth Street to Tenth Street there were a few dwellings. These were at the Ninth Street end of the block.

On the east side of Pine Street most of the block between Ninth and Tenth Streets was vacant.

On the west side of Lombard Street there were only two dwellings between Seventh and Eighth Streets. These were at the Seventh Street end of the block. There were no buildings on that side of Lombard Street between Ninth and Tenth Streets.

On the east side of Poplar Street there were no houses between Seventh and Eighth Streets.

The cross-town streets likewise were dotted with open spaces. The north side of Eighth Street from Lombard Street nearly to Pine Street was vacant. The block between Spruce and Church Streets contained no buildings, only side yards and vacant lots.

On the north side of Ninth Street there were vacant lots from Lombard Street to Pine Street. The block from Poplar to Lombard Street was not completely built up. The south side of Ninth Street from Lombard Street to Kirkwood Street was unoccupied. The block between Spruce and Church Streets was partly built up.

There were other vacant lots in that part of the city.

This provided an opportunity for builders of that day to construct houses for families which found that area convenient to their work or business and otherwise desirable as a place of residence. Among those who helped to develop

that section within my memory was the late Thomas H. Melvin, who lived there and who at one time was a member of the Board of Directors of the Street and Sewer Department.

I recall that the house building in that area during the period I have in mind was characterized by an obvious conscientious desire on the part of the builders to make the dwellings substantial and attractive.

At that time many persons in the service of the Philadelphia, Wilmington and Baltimore Railroad Co. (now the Pennsylvania) lived in that part of the city. This included executives, trainmen and shop workers.

It also was a favorite place of residence for some of the merchants in business on Market Street, as well as persons connected with the McCullough Iron Co., whose plant was at the foot of Seventh Street, the Seidel and Hastings Co., which had its iron processing (rolling) mill at Tenth and Church Streets, the Hilles and Jones Co., Ninth and Church Streets, and other industries in that part of the city.

Reverting to the "show grounds" at Ninth and Lombard Streets, it may be pertinent to explain that the available space would not have accommodated such circuses as that of Ringling, Barnum and Bailey. The fact is that the circuses of half a century and more ago varied from one to three-ring affairs, much smaller than those of today.

I recall, particularly, one-ring circuses which exhibited at Ninth and Lombard Streets. That was when the comedy of the performance was supplied chiefly by the "ringmaster" and one or more clowns, who engaged in witty repartee while holding ribbons about the ring over which horseback riders would jump and turn somersaults.

The tent for the one-ring circus was proportionately smaller than those of today, which provide for several rings and sometimes stages in addition. While I do not have accurate figures, I presume the average one-ring circus tent of the olden days would not accommodate more than 2,000 persons. For that period that was a large show crowd for Wilmington.

At that time, also, I recall, there was not so much "side show" as there is today.

Old Show Grounds Gone

One may wonder what the circus will do after all of the present available vacant space in Wilmington has been built upon. There is not much suitable land now in the city proper for the "big top" and its affiliates. I suppose the show will find a place each succeeding year, even if eventually it may have to go beyond the corporate limits to do so.

Within my recollection circuses have exhibited in several different locations in Wilmington. Most early show grounds are now occupied by buildings, chiefly dwellings.

My earliest recollection, I believe, was of a circus showing on a lot at Tenth and Broom Streets. The circus had pitched its tents there, but, as I remember it, there was no evening performance. I was one of the disappointed ones.

The reason there was no showing at night was that a torrential rain, which had fallen all day, made it impossible to give a performance at the end of the day except under distressing conditions, which would have made an effort to do so futile.

The fact is that the work of dismantling the show was such a strenuous task, due to adverse conditions, that the moving program was started in the afternoon. It was such a difficult job that elephants were pressed into service to haul the wagons off the lot. Horses which had attempted to do it became mired so badly that it was with difficulty that they could get about, even without heavy loads to pull.

I am told that long ago, earlier than my time, circuses pitched their tents and gave performances on a lot at Third and Lombard Streets. That location evidently was the most convenient that could be found at the time. Wilmington was much smaller than it is now. Most of the town was east of Market Street and south of what is now Eighth Street.

When street car service was started the aim of circus people was to find grounds near car lines. This is still an important consideration. It always will be desirable to obtain grounds with convenient transportation facilities. Many circus patrons depend upon public conveyances notwithstanding many use their own automobiles.

For a long time what is now Union Park Gardens was so used. Circuses and "wild west" shows not only had ample space there, but the patrons had adequate transportation facilities. At one time, when Wilmington had two trolley systems, both companies had lines which were convenient to the Lancaster Avenue grounds.

When the "Gardens" came into being during the World War as a residence community, replacing the old Union Street ball park and nearby fields and woods, the circus had to find other quarters. Buffalo Bill and Pawnee Bill and their "wild west" enterprises, as well as circuses, performed

on the Lancaster Avenue grounds. The terrain there appeared to be especially suited for "wild" pony riding and such cowboy stunts as characterized the western rodeos of the period.

Wilmington's circus grounds at one time were on the north side of Concord Avenue (then Elliott Avenue) at Jefferson Street. That was when much of the section north of the Brandywine and west of Tatnall Street was used for farming.

Third and Harrison Streets was another show ground. This was on what was known as the "old poorhouse lot."

Circuses have pitched their tents and given performances at other locations about the city, one in recent years being on the west side of Market Street near Thirtieth Street. The only show to locate there had a muddy experience.

Several other circus lots I remember are now built-up communities. One was at Tenth and Madison Streets.

Newsboys' Task

A long time ago, when dwellings—all types of buildings, in fact—west of Harrison Street between Pennsylvania Avenue and Front Street were much fewer than today boys serving newspapers in that area had something of a task. There was no Lancaster Avenue at that time. Front Street was Front Street to the city line, which then was Union Street. Incidentally, many industrious boys served newspapers or engaged in some other useful occupation during their out-of-school time, as they do today.

In the area to which I have referred there were many

vacant lots, some covering several blocks. I recall, for example, when there were no dwellings between Harrison and Broom Streets between the north side of Fourth Street and Front Street. The New Castle County almshouse, commonly referred to as the "poor house," occupied the east side of Broom Street between Second and Fourth Streets.

Besides being a haven for the institutional indigent of the county the almshouse also was an insane asylum. I visited the almshouse several times. There were only a few patients in the section for the insane. Several, however, were violent. Extreme measures had to be used to restrain them.

West of the almshouse was largely farm land. There were a few dwellings.

Everybody, of course, wanted to keep posted on the news. There were no radios. Nearly every family subscribed to a local paper. It was up to the carriers to see that the papers were delivered.

Besides walking over the whole area the boys had to carry the papers from the publication offices downtown. That meant a walk of many blocks before the sparsely settled area was reached. Covering the latter section thoroughly, that is, west of Harrison Street between Front and Fourth Streets, meant walking many more blocks.

The carriers serving that area, according to my observation at the time, also served patrons between Market and Harrison Streets. Later, I believe, that area was divided into several routes, each served by a different carrier.

It was customary for boys serving the section in which

vacant lots predominated to make short cuts when it was expedient to do so. One of the favorite short cuts was diagonally across the lots from Fourth and Harrison Streets to Front and Franklin Streets. There were no houses on these lots.

In daytime the path across these lots simplified the carrier's problem. When it was dark, however, the trek from Fourth and Harrison Streets to Front and Franklin Streets was hazardous. There were several ditches on these lots.

Unless a boy could follow the line of the path in the dark he was likely to become mired in one or more of the ditches. Many times boys had to serve papers in the dark. They got their papers after the schools had dismissed for the day. Perhaps they had long walks to the newspaper offices. If the press run was late, which happened sometimes, the boys might be overtaken by darkness before Harrison Street was reached.

I remember seeing carrier boys crossing lots in that area in the dark, when the fields were covered with snow, sometimes several inches deep. I have seen the boys lighting their way across the snow-covered lots by carrying burning paper torches. Of course, they could not see the paths because of the snow. With the light from the burning papers, however, they could see enough landmarks to guide them and enable them to elude the ditch traps.

Some of the people living in that part of town, appreciating the difficult task of the boys, gave the carriers a bonus for good service. Some paid 25 cents a week if the paper had been delivered each day. If there were misses, however, there was no bonus; perhaps a scolding instead.

It is easy to understand that a bonus was an incentive to good service. At that time 25 cents was "a lot of money" for the average boy. There were many working men who were supporting families on $6 a week.

It is probable that the carriers of those days, even those who had to cover sparsely settled areas to deliver their papers, whether or not they were in the bonus group, were as faithful as are those of today. My observation has been that many of the successful business and professional men got their start in life as carriers of newspapers.